

ing year he was promoted to the Expedition, of seventy guns, under commodore Wager, with whom he continued during the time that gentleman held the West India command, and acquitted himself in a manner in every respect conformable to the character of an able and diligent officer. The circumstances of their service being so materially and intimately connected with each other, it would be a useless repetition to add any thing concerning him during the above period. We find no mention made of him in the service after his return to England, nor is it even known whether he ever was appointed to any other ship. In consequence either of some private discontent, or an unhappy temporary frenzy, he put a period to his existence by shooting himself. This fatal accident happened on the 13th of December 1723.

LUMLEY, George,—was the descendant of a very ancient and noble family long settled in the bishoprick of Durham. Having entered into the navy, and passed regularly through the necessary subordinate stations, he was, on the 17th of September 1706, promoted to the command of the *Dunwich* frigate. He was principally employed, while captain of this ship, in cruising off Dunkirk and the coast of Holland, for the protection of the coasting trade. In a service, generally speaking, so undistinguishable, little could be expected from it; but insignificant as it might be, he appears to have rendered it as respectable and consequential as the nature of it would permit, having, by his diligence and activity, afforded considerable protection to the commerce of that particular quarter, by capturing several of the enemy's small privateers. Being removed sometime in the year 1708, into the *Burlington* frigate, which was stationed as a cruiser in soundings, he died captain of that ship, on the 20th of September 1710.

MARTIN, George (2d).—The name of this gentleman occurs as having been appointed captain of the *Charles* galley on the 23d of March 1706. We are, however, perfectly satisfied he is the same person that we have before given a short account of*; to that, however, we shall, on the present occasion, beg leave to make a small

* Vol. III. p. 199.

addition. The Dragon, the ship captain Martin commanded in the expedition against Nova Scotia in the year 1710, was lost on the Gaskets, on the 11th of May 1711, he being at that time her commander. Himself and his crew preserved their lives; and this providential escape might probably induce him to retire from the service.

PAUL, John,—entered into the navy soon after the revolution, and early in the year 1696 was promoted to be third lieutenant of the Chichester. He does not appear to have met with any signal opportunity of distinguishing himself during the reign of king William; but soon after the accession of queen Anne, having been appointed first lieutenant of the Kent, he displayed the most singular gallantry in the attack of three French corvettes, which had taken shelter with a fleet of merchant-ships in a bay near Mount St. Michael. Rear-admiral Dilkes, who was ordered out with a small squadron for the express purpose of destroying the enemy's coasting trade, having received intelligence of this expected prize, and finding them hawled in so close to the shore as to be out of the reach of his larger ships, ordered all the boats of the squadron to be manned and armed, and supported by the smaller vessels, which drew little water, to attempt cutting out, or, at worst, destroying them. One of the corvettes, called the Joyeuse, mounting fourteen guns, was burnt by the boats of the Kent, which were commanded by Mr. Paul, who was desperately wounded on this occasion, by a musquet shot, through the lower jaw. A considerable time elapsed before he so far recovered his health as to be in a condition to return to the service, a circumstance which, in some measure, retarded his promotion to the rank of captain, which did not take place till the 12th of September 1706. He was then appointed to the Mary galley, a command in which he appears to have had no opportunity of encreasing his already justly acquired character, as a man of gallantry and conduct*.

In the year 1709 he was promoted to the Hastings, a frigate ordered on the Irish station, where he was very

* He was one of the members of the court-martial, held on board the Albemarle, for the trial of sir Thomas Hardy on the 10th day of October 1707.

fortunate,

fortunate, having made many very valuable prizes *, and eminently contributed to the protection of commerce by scouring the coast and keeping it clear of the enemy's privateers. His other occupations were those of convoying the outward-bound ships so far to the westward as to set them clear of danger, and of occasionally accompanying those of inferior value, which sustained the commerce between Great Britain and Ireland. He continued in the same line of service for many years, never having changed either his ship or station, as we believe, during the war. We do not find him to have received any commission after the accession of George the First, as no mention is made in any of the admiralty papers or lists we have seen, even of his death. We learn, however, from a private memorandum, that he died in England on the 3d of April 1720.

ROBERTS, John.—We know nothing of this gentleman till he was, on the 19th of April 1706, appointed captain of the *Elephant* storeship. His advancement in the service was remarkably slow, and the services on which he was employed little consequential? a cause most probably accidental in itself, but unhappily most commonly productive of a uniform effect. We find no mention whatever made of this gentleman till the year 1728, when he commanded the *Argyle*, of fifty guns. In this ship he continued till 1731, when he was promoted to the *Norfolk*, a third rate of eighty guns, one of the fleet ordered for the Mediterranean, under sir Charles Wager, for the purpose of accommodating the difference between the emperor and the king of Spain; and that the same kind of ill-fortune might continue to attend him, no particulars worth relating fell to his share during the time he held either of the above commands. He soon afterwards retired from the service on a small pension, and died on the 11th of February 1744.

* Extract of a letter from captain Paul, dated on board the *Hallings*, Cork harbour, Feb. 29, 1709-10.

" On the 9th instant we took a ship called the *Marquis*, from St. Domingo, bound to St. Maloe's, burthen one hundred and fifty tons, fourteen guns, having on board two hundred hogshheads of sugar, three thousand hides, eight casks of indigo, and twelve thousand dollars."—See also *Gazettes*, No. 4731 and 4854.

VERNON, Edward,—is a descendant of the very ancient and honourable family of the Vernons*, who were persons of the highest trust in the reign of William of Normandy, surnamed the Conqueror, with whom they came into England, and obtained very considerable landed possessions as a reward for their services. Mr. Vernon having made choice of a naval life, was, on the 22d of January 1706, after having previously passed through the several subordinate stations and ranks in the service, promoted to the command of the Dolphin frigate.

* Of which we have the following heraldic account.

"This noble family is descended from the lords of Vernon, in the duchy of Normandy. Their common ancestor, William De Vernon, assumed his surname from the town and district of Vernon, whereof he was sole proprietor, anno 1052. He founded and richly endowed the collegiate and parochial church of St. Mary, in Vernon, for a dean and secular canons, and lies interred there under an altar monument, whereon is his effigies. He had two sons, Richard and Walter, who both came into England with William the Conqueror: the younger obtained the lordships of Winsleton, Nesse, Ledlam and Breston, in Cheshire; Hatwell, Adstock, and Plate Morton, in Bucks; and had a share of his father's possessions in Normandy: but dying without issue they descended to his elder brother, Richard De Vernon, lord of Vernon, who was one of the barons created by Hugh Lupus, to whom William the Conqueror, in the 20th year of his reign, granted the county palatine of Chester. It appears from Doomsday Book, that this Richard De Vernon, first baron of Shipbroke, held the lands and manors of Arton, Pilton, Shipbroke, Crew, Hetune, Cocheshall, Wich, Malaterne, Waintune, Devenham, Dovestock, Adeline, Boetbury, and others. He was a benefactor, with Hugh Lupus, to the abbey of St. Werburgh, in Chester; and in temp. Wm. Ild. gave tythes of Easton and Pilton, to that abbey. He was succeeded by his eldest son and heir, William De Vernon, whose son, Hugh De Vernon, living in 1119, was also lord of Northwyk, and with Richard, earl of Chester, likewise a great benefactor to the abbey of St. Werburgh. He married the daughter and heir of Richard De Baillet (or Magdiol) lord of Erdewick and Helgrave; by whom he had issue inter alios, Warine De Vernon, fourth baron of Shipbroke, living temp. Henry III.; whose eldest son, Richard De Vernon, living 37 Henry III., had a grant of the custody of the castle and manor of the Peeke; and dying before his father, left issue four sons; whereof William, the third, was chief justice of Chester; and Warine, the eldest, married Auda, third daughter and one of the co-heirs of William Malbank, baron of Wich Malbank, now Nantwich, in the county of Chester (descended from William Malbank, baron of Wich Malbank, in 20 Wm. Ild.) with whom he acquired a great number of manors in that county, and was the father of Warine de Vernon, baron of Shipbroke."

At

At the time above-mentioned he was employed on the Lisbon and Mediterranean stations, under sir John Leake, who soon afterwards appointed him to the *Rye*, and dispatched him for England, in the month of August following, with news of the surrender of Alicaut. He returned back to the Mediterranean in the same ship, and continued there till the end of the year 1707, under the command of sir Cloudesley Shovel. He returned safely to England, with the major part of the fleet, in the month of October, having escaped the melancholy fate which befel his admiral, and others his brave companions. He was almost immediately after his arrival promoted to the *Jersey*, a fourth rate, and ordered for the West Indies, in the month of May, under the command of captain John Edwards, who went thither with a small reinforcement for the squadron already there under sir C. Wager.

Mr. Vernon arrived there about the end of July, and the hurricane season then approaching, no mention is made of his having been ordered for sea till the month of January following. The alarm of an expected attack on Port Royal, by a strong squadron under the command of the well-known French partisan Du Guè Trouin, having then in a great measure subsided, the *Jersey*, and several other ships of the squadron, were ordered out on separate cruises as the most effectual mode of injuring the commerce of the enemy. Captain Vernon was exceedingly successful in this employment; and though his good fortune was of a nature little calculated to encrease his fame, or enrich him in that extent many have experienced, yet if neither of these ends were accomplished, by so much is he, perhaps, more entitled to public favour, that his diligence may not by one means or other appear to pass unrewarded. He continued to command the *Jersey*, and remained in the West Indies nearly till the end of the war; but such was the poverty of naval occurrences in that part of the world, during the above period, that we find no other mention made of him, except that, in the month of May 1711, he had the good fortune to take a stout ship, mounting thirty guns, bound from the French West Indies for Brest, and was principally employed, by commodore Littleton, during the remainder of the summer, in watching the motions of the enemy's squadron at Carthageua.

The peace at Utrecht took place soon after Mr. Vernon's return to Europe; and a most uninteresting period of naval history succeeded, continuing for the space, as it is well known, of nearly thirty years. The operations of this interval were principally, and, indeed, almost without exception, confined to the frequent equipment of fleets, which in all probability prevented the smothering embers of war from bursting forth into a flame. The only commands in which we find Mr. Vernon, are, that of the *Assistance*, of fifty guns, one of the fleet sent to the Baltic, under sir John Norris, in the year 1714*; and, secondly, of the *Grafton*, a third rate of seventy guns, one of the armament sent, under sir Charles Wager, in 1726, to the same quarter, for the purpose of co-operating with a Danish squadron, and repressing any attempt from Russia to disturb the peace of northern Europe, a project that nation appeared to have strongly in agitation†.

In civil life, however, captain Vernon was much more active. During a considerable part of the interval just alluded to, he served as representative in parliament for the town of Ipswich, near which he possessed no inconsiderable landed property. Being a man of strong natural abilities, and possessed of a fluent and strong, though coarse, and sometimes improper mode of delivering his sentiments, he was considered by ministers, to whom he was constantly in opposition, at least as one of their most disagreeable antagonists. It was natural, therefore, for them to seize, with some degree of avidity, the earliest opportunity of removing him, by any means, from their immediate presence. He had a natural impetuosity in argument not to be restrained by prudence, so that he was not unfrequently

* This ship he continued to command three or four years, having been one of the squadron, under adm^l Aylmer, which convoyed the king from Holland in the month of July 1716. He was afterwards sent to the Mediterranean, where we find him in the ensuing year in the same ship.

† He is said, by Campbell, to have been afterwards commodore of a small squadron on the Jamaica station; but we find no mention made of this circumstance by any other historians; and it is not improbable that this command has been confounded with his having been captain of the *Jersey* on that station, under sir Charles Wager and commodore Littleton, by whom he might be casually left senior officer for some short period.

betrayed into assertions men of greater deliberation would have hesitated to make. In one of these paroxysms of oratory, after arraigning most bitterly the torpid measures of administration, against which there was, in all probability, a ground of complaint too well founded, he proceeded, in very strong terms, to insist on the facility with which the most valuable and formidable of the Spanish possessions in the West Indies might be reduced, under the dominion of Britain. In particular he asserted, not only that the town of Porto Bello might be reduced by a force not exceeding six ships of the line, but that he himself was actually ready to hazard his life and reputation by undertaking such an enterprize, which he would answer with both, should terminate with success.

This hasty, and, perhaps, far from serious opinion, was instantly and eagerly closed with by administration*. He was advanced to the rank of vice-admiral of the blue† on the 9th of July 1739, and appointed to the command. The force he had demanded being collected and equipped with the utmost expedition, having hoisted his flag on board the *Burford*, of seventy guns, he sailed on the 20th of the same month, and, after a long passage, arrived safe at Jamaica on the 23d of October. Eager to repair, as much as possible, the inconvenience of his former delay, he used the utmost diligence in refitting his ships, so that he was enabled to sail from Jamaica on the 5th of November with the following ships, the *Burford*, of seventy guns (the flag ship); the *Hampton Court*, of the same force, commodore Brown and captain Watson; the *Worcester*, of sixty guns, captain Main; the *Louisa* and *Strafford*, of the same force, captains Waterhouse and Trevor; and the *Norwich*, of fifty guns, captain Herbert. Contrary winds retarded his arrival at Porto Bello till the 20th; and being apprehensive of driving too far to the eastward, should he continue under sail during the night,

* Campbell remarks, that the minister embraced this opportunity of acquiring some popularity, and at the same time of removing a troublesome opponent in the house of commons. He adds, on what authority we know not, that it was generally imagined the minister was not without hopes, that the admiral might disgrace himself and his party by not succeeding in the adventure.

† This was the first appointment he ever received as a flag officer.

he came to an anchor about six leagues from the shore. Early in the morning of the 21st he got under weigh and worked into the bay with the Squadron, which was led by commodore Brown in the Hampton Court, the admiral himself being in the center. The attack of the Iron Fort, which particularly defended the entrance, commenced as the ships could work up, and was conducted by the several commanders with so much spirit, that the Spanish soldiers in several parts of the fort flew from their guns, nor could they be prevailed upon by all the rhetoric of their officers to return.

The admiral observing this desertion made the signal for the boats of the different ships to land the marines and seamen, who were ordered to hold themselves in readiness for that purpose: there was indeed much spirit, but little prudence, in the above order, for as yet no breach was made, and if the enemy had behaved with any degree of resolution, the assailants would, in all probability, have severely repented of their temerity. Providence, however, frequently favours the attempts of the brave, even though they are alloyed by rashness. The sailors having, with that spirit of impetuous enterprize which is so much their characteristic, scaled the wall of the lower battery, assisted the soldiers in ascending after them, and, without farther difficulty, took possession of the fortifications, on which, their former defenders taking to flight, they immediately hoisted English colours. There still remained an interior and higher work in possession of the enemy; but that part of the garrison which in the beginning of the assault consisted, in the whole, of about three hundred men, seeing the irresistible ardour of the assailants, and terrified also at the sight of their comrades, hoisted the white flag as a signal of surrendering at discretion.

The Gloria Castle, which more immediately defended the town, now began to fire on the Burford, being the ship most exposed, as those which had worked in ahead of the admiral had fallen to leeward. It fortunately, however, sustained no other damage than a slight injury to its fore-top-mast, notwithstanding the fort continued its fire till night. Mr. Vernon returned this cannonade with briskness; and one of his shot having passed over the fort above-mentioned, and through the very house of the

governor, he was so intimidated by that, in addition to the preceding events, that, early on the next morning, he proposed articles of capitulation for the town and all its dependencies, which were signed and concluded in the course of the same day.

Thus was this important conquest effected with an ease and expedition almost unprecedented, and contrary, perhaps, to the expectations of the admiral's friends, or the hopes of those who were of the opposite description. Though we must on one hand pay the highest tribute not only to the admiral himself, but the gallantry also of those he commanded, yet we cannot but, on the other, confess, that the irresolution and want of spirit on the part of the defenders, contributed almost in an equal degree, to facilitate the conquest. The news of this success was received in England with a degree of extacy scarcely to be described. Mothers even taught their children to lisp out the name of Vernon as an hero whose deeds stood far beyond all competition; and by one single action he acquired an universal popularity which other men, not so fortunate, have in vain offered the less dazzling, but, perhaps, not less valuable actions of a long and well-spent life without being able to obtain.

His conduct to the Spaniards after the above conquest was effected, although less spoken of even by his most zealous admirers, was not less worthy of admiration than that which had more especially attracted their notice. He displayed a moderation, a tenderness and humanity for the conquered, truly consonant to the character of a brave man possessing a great and generous mind. Influenced by his authority and example, the conduct both of the English sailors and soldiers rather resembled that of friends than conquerors; while a striking contrast to that behaviour was displayed by the crews of two large Spanish guarda costas, and a sloop of war which were then lying in the harbour, who spent the night preceding the surrender, in plundering the inhabitants, and committing outrages not exceeded by those experienced from an ill-disciplined and ferocious army on the capture of a town by actual assault. The admiral was not slow in rewarding the merit of his people, generously distributing among them ten thousand dollars in specie, which had arrived for

the payment of the Spanish garrison a few days before the town was taken.

Another circumstance which redounds highly to the admiral's honour must not be omitted. Knowing that several of the factors, and other persons employed under the South Sea company, had been very unjustly seized, rigorously treated and imprisoned, he wrote, immediately after the surrender of Porto Bello, to the president of Panama, in whose custody they were, insisting, in very strong and peremptory terms, on their immediate release, and the Spaniard, not chusing to irritate a conqueror whose rapid success he had so lately beheld with dismay, endeavoured to pacify him by immediately causing the persons he demanded to be conducted to Porto Bello.

The joy of the nation had a better foundation on the several circumstances attending the conquest, than the mere act of wresting a possession, in itself little valuable, from the hands of the enemy. The harbour of Porto Bello was the principal rendezvous of the Spanish guardacostas which had for such a series of years committed depredations little short of actual piracy; and there was no small degree of satisfaction as well as national justice in causing an enemy to feel the first exertion of British resentment in the very spot from whence Britain had been most insulted. As it never was intended by government to retain possession of their new conquest, the vice-admiral immediately proceeded to take on board the different ships of the Squadron all the cannon, ammunition, and stores, that were worth removal, and to destroy the remainder, together with the fortifications. These different services being completely effected by the 13th of December, the admiral sailed on that day for Jamaica, where he arrived in safety, immediately beginning to refit and revictual his ships in preparation for a new expedition.

These duties being accomplished, the vice-admiral sailed from Port Royal on the 25th of February 1740, and arriving off Carthagena bombarded that city for three days, a species of attack in itself little calculated to reduce a place, or cause any other effect than that of insulting and terrifying an enemy. Mr. Vernon sailed for Porto Bello on the 10th of March, and again quitted it on

the 22d, having refitted his small craft and completed the water of his squadron. The next object of his attack was the castle of St. Lorenzo, situated at the entrance of the river Chagre, a few leagues distant from Porto Bello. The *Stafford*, which was at that time the admiral's ship, having sprung her fore-top-sail-yard when going in, could not come to an anchor till ten o'clock at night, by which time the fire of the fort was considerably reduced, altho' it continued to resist till the morning of the 24th. Campbell censures rather warmly Mr. Vernon's conduct in not shifting his flag, and going on board the leading ship, immediately on the above accident taking place. There does not, however, appear to be any real ground of complaint on the above occasion; the object of attack was, in itself, remarkably insignificant, capable, in all probability, of being reduced, though with more trouble and difficulty, by a single ship of the line; and the gallantry of the admiral, which must be admitted by all to have been remarkably conspicuous on a former occasion, cannot suffer any impeachment, by so trifling a mistake in duty, on one of so much inferior consequence.

The castle having, as we have just mentioned, surrendered on the 24th, the admiral proceeded, as he had done at Porto Bello, to remove all the ordnance and stores that were of any value. These being shipped, together with 4300 bags of Peruvian bark, and several other articles of merchandize found in the custom house, he next began to demolish the fort. This being laid completely in ruins, the admiral having ordered two guarda costas, which he found in the harbour, to be destroyed, once more returned to Porto Bello, where he arrived on the 1st of April. The remainder of the year was consumed in services so little consequential as to pass unnoticed. But Mr. Vernon's success having considerably encouraged the ministry to project a more consequential expedition against the most formidable of the Spanish settlements in that quarter of the world, and the nation collectively appearing to second the attempt by the applause they bestowed on the bare rumour of the intention, a strong reinforcement was accordingly equipped and put under the order of sir Chaloner Ogle. It was the most formidable ever sent from Europe to that part of the world, consisting of twenty-five

five ships of the line, including the *Litchfield*, of fifty guns, and a proportionate number of frigates, with a fleet of transports, having on board a large body of land forces, consisting of twelve or fourteen thousand men, under the command of lord Cathcart. Three ships of this fleet, the *Shrewsbury*, *Torbay*, and *Superbe*, went no farther than the latitude of Lisbon, where they put in; and the *Buckingham*, of 70 guns, received so much damage in a gale which overtook the fleet soon after it sailed, as to be obliged to return to England. The remainder, after watering at Dominica, arrived at Jamaica on January 9, 1741, and having joined the squadron already there under Mr. Vernon, he had now a most formidable fleet, consisting of thirty ships of the line. From the application of such a force, what might not have been hoped for? But it was the fate of Britain to have persons by no means united in opinion at the head of each department of this armament. Lord Cathcart, the original commander-in-chief, a nobleman of the highest character, as a soldier, and a man of honour, unfortunately died at Dominica, of a dysentery. After his decease the command of the army devolved on general Wentworth, a man, as it is said, possessed neither of experience or ability sufficient to conduct an expedition of such consequence. His defects, whatever they might be, were rendered still more injurious to the public service, by the total want of cordiality and friendship between Mr. Vernon and himself; the general disliked the admiral, and the latter despised the general. A considerable space of time is said to have been ridiculously wasted at home in the equipment of the fleet, a circumstance, if true, unpardonable; and which was, perhaps, as detrimental to the expedition as any other circumstance, which is generally supposed to have impeded and prevented success.

The admiral had re-victualled and equipped his fleet by the end of January; and he himself is charged, both by Campbell and other historians, with a wanton delay in that business: it being however accomplished, the armament at length put to sea. A second charge now arises against the admiral, who is said to have wilfully determined to beat up along the coast of Hispaniola instead of steering for the Havannah, which he might have reached

in three days, and where he might have assured himself immediate success, as that city, though the most consequential of all the Spanish settlements in that part of the world, was by no means provided with the means of withstanding so formidable an attack. In a council of war, held off Hispaniola, it was determined to attack Cartagena, for which port the fleet accordingly steered and came to an anchor, in the bay of Playa Granda near that place, on the 4th of March*. The fleet continued there, and for what reason is not known, totally inactive, till the 9th; when the admiral, with his own division and that of sir Chaloner Ogle, got under weigh, followed by all the transports, and brought to off the fort of Bocca Chica, which defended the entrance of the harbour. The troops, together with a proper quantity of cannon and stores, were landed, and the attack of the fort just mentioned, appeared to be commenced in earnest. A variety of mistakes, are said to have been committed by the general, which the admiral certainly on his part laboured with the utmost diligence, on every occasion, to repair and remedy†. The castle of Bocca Chica being abandoned by the enemy, it fell into the hands of the assailants on the 25th, as did another fort also, called St. Joseph, which the garrison deserted, as it were in a kind of sympathetic terror,

* On the 12th of that month he was promoted to be vice-admiral of the white.

† The soldiers being terribly incommoded by the fire of a falcine battery on the island of Varn, which enfiladed the whole camp. The admiral ordered a considerable detachment of seamen, under the command of captain Boscawen, to storm the battery in question. This they immediately carried into effect notwithstanding it mounted twenty twenty-four pounders, all which they spiked and rendered as unfit for service as they were capable of doing. The admiral afterwards sent commodore Lestock with five ships of the line to cannonade the sea front of the Bocca Chica castle on the 22d, and again on the 24th, a measure which, by making a most powerful diversion, much facilitated the attack from the land side. The Spaniards having in some degree repaired their falcine battery, it was a second time ruined by a detachment of sailors. And, lastly, when it was determined to storm the castle, captain Knowles, with the boats of the fleet manned and armed, was ordered to menace an attack from the seaward, in order to divide and distract the attention of the enemy.

The latter was taken possession of solely by the sailors; and the admiral resolving to pursue his good fortune, on perceiving the enemy were preparing to sink a number of their ships of war which were moored to defend the entrance of the harbour, ordered the seamen to board and take possession of as many as they could. This could not be carried into execution so quickly but that the enemy had time to sink two of them, and burn a third; the *Gallicia* only, which was the admiral's ship and mounted sixty guns, falling into the hands of the British. The sailors next proceeded to cut a boom which was moored across the channel, and without much difficulty succeeded afterward in opening a passage through the sunk ships, so that the fleet was enabled to pass into the inner harbour. So highly did fortune and the fears of the enemy second and promote the bold attempts of the assailants, that the Spaniards abandoned a formidable fort, called *Castillo Grande*, which mounted fifty-nine guns, and, had it been properly and spiritedly defended, would have rendered the approach of the English ships to the town extremely difficult, as it completely flanked the entrance just mentioned.

Thus far success had so rapidly followed every motion made both by the fleet and army, that to have doubted of the entire reduction of the city would have been deemed one of those visionary paroxysms of infidelity and political scepticism which burst forth even in the hour of conquest and glory, in deterioration of the honour and consequence of the most brilliant victories. So sure did Mr. Vernon think himself of acquiring a second wreath in addition to that bestowed so munificently on him by the public for his conquest at Porto Bello, that he dispatched an express to England, by which he announced his good fortune in terms so sanguine, that it was received by the whole nation with a joy almost exceeding that on the former occasion, and considered by all as the certain forerunner of complete success. Here, however, the tide of conquest turned against this hitherto fortunate man, for St. Lazar, the Citadel of Carthage, and the most formidable of all its fortifications, still remained to be reduced. Mr. Vernon and general Wentworth differed in their opinion as to the properest mode of attack, and mutual contempt for the abilities

lities of each other followed that disagreement like cause and effect.

General Wentworth on his part thought it would be attended with much hazard, difficulty, and the loss of a multitude of lives to make the attempt by any other means than those usually practised in a regular siege. The admiral on his side, valuing himself, perhaps, highly on his skill in reducing forts, encouraged by his extraordinary success at Porto Bello, thought no measures so expeditious and certain as an immediate assault. The admiral ridiculed the timidity, as he was pleased to term the caution of the general; and the latter complained of a want of due support from the admiral. At length, to convince the latter of the impropriety of his proposal, brigadier-general Guise was ordered, with a detachment of 1200 men, to attempt the fort by scalade at break of day on the 9th. The complete failure of the enterprize in some measure confirmed the propriety of the general's disapprobation of the mode of conducting it, and the loss sustained, happening to the flower of the whole army, now much reduced, though more by sickness than the sword of the enemy, it was resolved in a general council of war, held immediately subsequent to the above failure, to desist from any farther assault. Mr. Vernon, as an attempt to convince the general how much he wronged him in complaining of a want of co-operation on his part, ordered, as it were by way of taking his leave of the enemy, the *Gallicia*, the Spanish admiral's ship, which he had captured to be fitted up as a floating battery, and, after being warped into the inner harbour, to be moored as near the town as she could be. This being effected, a mutual cannonade of some hours continuance immediately took place; but it being at last found the distance was far too great, so that the shot made no impression on the fortifications, the vessel was suffered to drive on shore, where she was soon afterwards set on fire by Mr. Vernon's order.

This experiment does not, however, appear to have been in any degree satisfactory; many persons positively asserting, that in a different part of the harbour there was sufficient room and depth of water for four or five ships of the line to have lain with their broad sides within pistol-

shot

shot of the walls. Campbell, on this occasion, quotes Smollet, who, it is well known, was present, and whose testimony of the proof of the above assertion, appears to have great weight with him. We should not, perhaps, be perfectly ready to place a full confidence in what is advanced on this occasion, did the assertion rest on no other evidence than that of Mr. Smollet: that gentleman appears, on some ground or other unknown to us, to have conceived a very strong disgust to Mr. Vernon, and several other naval commanders, having not only treated their characters, in his capacity of an historian, with all the asperity he was master of, but has even attempted, as the usual dernier resort of exasperated wits, to render the same persons ridiculous by introducing them into, and satirizing them in his novels. We cannot, however, do otherwise than candidly confess, the failure of the expedition appears to have been in great measure owing to a want of proper exertion, added to the want of that due confidence in each other, between the two commanders-in chief, by sea and land, which, perhaps, tends as much to ensure success as the spirit and ardour of the seamen and soldiers who attend them. The experience purchased by this misfortune would not be thought, perhaps, by the nation, too dearly bought, provided that experience prevented any repetition of it in future.

Campbell has with some asperity and justly pointed argument, entered into a rather long discussion of the conduct both of the admiral and general, and the whole of his animadversions may be reduced to one focus, in which all the circumstances co-operating to produce the above failure, will in all likelihood, be found to concenter—disagreement*. After the destruction of the different

* Mr. Vernon is said to have been so disgusted at his colleague Wentworth, that he solicited to be recalled. But the letters he received from the duke of Newcastle, at that time Secretary of state, were so extremely flattering, and so completely convinced him he stood exculpated from every shadow of blame both in the opinion of the king and the people, that he afterwards resolved to retain his command.

forts and batteries, which had fallen into the hands of the British, the fleet returned to Jamaica, where it arrived on the 19th of May with the miserable remains of this once powerful army. The admiral used the utmost diligence in refitting his ships; and having received orders from England to retain no greater force with him than was necessary for the protection of that quarter, or to cover such inferior desultory expeditions as might be undertaken without any considerable hazard, he sent home commodore Lestock with eleven two-decked ships and five frigates. Others were ordered out to the different stations, where it was thought they could render the most effectual service against the enemy; and the admiral himself, with sir Chaloner Ogle, put to sea on the 1st of July with a force consisting of eight ships of the line, one of fifty guns, twelve frigates, fireships, and small vessels of war, having under their convoy a fleet of forty transports and storeships.

It had been previously determined in a general council of war, held at Jamaica on the 26th of May, to make an attack on St. Jago, in the island of Cuba, as soon as the fleet and army should be in a proper condition to undertake such an expedition. This post, which was at best of no very great importance though considered as a preliminary step to the conquest of the island itself, was to be first attempted. But as if success would have been too certain if sought for by the means on ordinary occasions deemed necessary to ensure it, it was, as though determined to put as much to the hazard as possible, resolved to land the troops at a distance of upwards of sixty miles, over land, from St. Jago, instead of assaulting the place itself, which being of no very great strength, would, in all human probability, have fallen an easy conquest to the cordially united abilities of Mr. Vernon and general Wentworth. The troops were landed on the 18th, and, as if the admiral was himself thoroughly satisfied the complete conquest of the island was as good as effected by that single effort of hostility, he immediately changed the name of the port which he had thus taken possession of, without opposition, from Walthenham to Cumberland harbour. The news of this step was immediately transmitted to Britain, where, with that ardent and sanguine enthusiasm so natural to English-

Englishmen, it was considered as the certain forerunner of the most important advantages*.

A very short time convinced them of the extreme folly of this delusion. General Wentworth, after having continued on shore till the 5th of October totally inactive, except sending out small reconnoitring parties should be considered as one of the greatest efforts of a warlike mind, on that day informed Mr. Vernon, that he feared it would be impossible for him to penetrate by land. This opinion was confirmed by a council of war, composed of land officers only, held on the 9th; and after continuing in the same camp for six weeks longer, equally inactive, the troops reembarked on the 20th of November, and returned dispirited, and in a condition very unlike that of conquerors, to the same port from whence they had sailed a few

* "On their arrival at Waltheham they had the pleasure to find themselves possessed of the finest harbour in the West Indies, capable of containing any number of shipping and secure against the hurricanes, to which the admiral immediately gave the name of Cumberland, in honour of his royal highness the duke."—Gazette, No. 8061.

The reasons given, by Campbell, for the admiral's conduct, which must certainly appear extraordinary to all who are not thoroughly convinced of the propriety of its cause, tend very much to exculpate him; and although we do not entirely give our assent to the truth of his argument, it would be uncandid to suppress a single syllable that could contribute to raise so well-known a character in the public esteem.

"The island of Cuba is not only the largest of the Antilles, but it is also said to be the most fruitful and healthy of any in the West Indies.

"There were, at this time, twelve Spanish ships of the line at the Havannah, a populous city on the west side of the island, where the governor resides, and where there were strong fortifications and a numerous garrison; for these reasons, though the conquest of the whole island was ultimately intended, it was thought advisable to begin with St. Jago, a less considerable city on the eastern coast. Waltheham harbour lies about eleven leagues south-west from St. Jago, and distant by land about sixty miles, on which side the city is almost entirely defenceless. Its fortifications to the sea were not formidable; but the entrance into the harbour is so extremely narrow, and the navigation so dangerous, that nature has sufficiently secured it from a naval attack: on these considerations it was resolved, in a general council of war, held on board the admiral, on the 20th of July, to land the troops immediately, and take the city of St. Jago by surprise."

months

months before, vainly flattering themselves with the hope of effecting a complete conquest of all the Spanish West Indies.

Mr. Vernon, after his return, did every thing in his power to render the force under his particular command as serviceable as possible against the enemy. By his prudent disposition, aided by the activity of the different commanders, a considerable number of prizes were made both of force and value. On the 15th of January a long expected reinforcement of two thousand marines arriving at Jamaica, under convoy of two ships of fifty guns and a frigate, the hopes of obliterating from the memory of their countrymen all their former disgraces and disappointments, appeared once more to revive in the hearts of the few brave survivors. Before the conclusion of the month it was resolved, in a council of war, to land at Porto Bello, and, marching across the isthmus of Darien, to attack Panama, a rich town situated on the South Sea. Two months, however, unavoidably elapsed before the fleet was in a condition to sail. At length, every difficulty being overcome, the admiral put to sea about the middle of March with eight ships of the line, five smaller vessels, and forty transports, having on board a corps consisting of three thousand effective men, besides a body of five hundred negroes raised for the expedition by governor Trelawney, who himself accompanied it.

This armament anchored in the harbour of Porto Bello on the 28th; and the Spanish governor having immediately on discovering the ships, marched for Panama with all the troops under his command, which consisted of only three independent companies of Spanish troops and two of mulattoes; the admiral was sanguine enough to think no obstacle now remained that could prevent the troops from commencing and continuing their march unmolested to the desired object of attack.

It appears that Mr. Vernon on this occasion placed greater confidence in the promises and resolves of a council of war than they truly seem to have deserved. He was not yet sufficiently taught by the event of the former expedition to doubt of success, where it depended on marching a body of troops for so considerable a distance in an enemy's

enemy's country, a country too remarkably unfavourable, and, indeed, destructive to european constitutions. The vice-admiral was a man most undoubtedly possessed of a very strong and intrepid kind, of a temper habituated to the contempt of difficulties, thinking that no obstacle was unformountable when opposed by spirit and activity; but with the nature of the operations of an army acting at a distance from his ships, he certainly could be but little acquainted, and was, perhaps, too apt to consider a prudential attention in the general, to the lives of his soldiers, as the effect of timidity. The ill success which attended every enterprize undertaken during this ill-fated expedition, is a convincing and irrefragable proof, that a want of perfect harmony and good understanding is as destructive to public service as any other want that can occur in it.

The sanguine and eager temper of the admiral received a dreadful shock from the resolution of a second council of war, composed of land officers only, held immediately after the landing of the troops. The advanced season, the force of the army reduced by sickness, and the separation of several of the transports with troops, added to a report that the garrison of Panama had received a considerable reinforcement independent of that which had retired from Porto Bello, were deemed reasons unanswerable for not pursuing the expedition any farther. Mr. Vernon was far from satisfied with the conclusion drawn from such premises, but was reluctantly obliged to submit to an opinion he held in utter contempt. The army reembarked and sailed from Porto Bello early in the month of April, but did not reach Jamaica till the 15th of May. After this time we do not find any expedition to have been undertaken during the time he continued to command on the Jamaica station. Ministry were at length convinced of the extreme impropriety of continuing two men of such jarring tempers any longer in the same command. An order of recall, which had been often solicited in vain on the part of the vice-admiral, was sent out, by captain Fowke, in the Gibraltar frigate; and that vessel arriving at Jamaica on the 23d of September, on the 18th of October the vice-admiral sailed for England, resigning his command to sir Chaloner Ogle.

Mr.

Mr. Vernon, after his arrival in England, continued to be unemployed till the year 1745, but in the interim was, on the 9th of August 1743, advanced to be vice admiral of the red. His retirement appears to have been compulsive and borne with a very considerable degree of impatience, as appears by a curious letter * said to have been written by

* " Sir,

Naclon, June 30, 1744.

" As we that live retired in the country often content ourselves with the information we derive from newspapers on a market-day, I did not so early observe the advertisement from your office of the 23d of this month, that, in pursuance of his majesty's pleasure, the right honourable the lords commissioners of the admiralty had made the following promotions therein mentioned, in which I could not but observe there was no mention of my name amongst the flag officers, though by letters of the 10th instant you directed to me as vice-admiral of the red, and (by their lordship's orders) desired my opinion on an affair for his majesty's service, which I very honestly gave them, as I judged most conducive to his honour, so that their lordships could not be uninformed that I was in the land of the living.

" Though the promotions are said to be made by their lordship's orders, yet we all know the communication of his majesty's pleasure must come from the first lord in commission, from whom principally his majesty is supposed to receive his information on which his royal orders are founded; and as it is a known maxim of our law, that the king can do no wrong, founded, as I apprehend, on the persuasion that the crown never does so but from the misinformation of those whose respective provinces are to inform his majesty of the particular affairs under their care. The first suggestion that naturally occurs to an officer, that has the fullest testimonies in his custody, of having happily served his majesty in the command he was intrusted with to his royal approbation, is, that your first commissioner must either have informed his majesty that I was dead, or have laid something to my charge, rendering me unfit to rise in my rank in the royal navy, of which, being insensible myself, I desire their lordships would be pleased to inform me in what it consists, having both in action and advice, always, to the best of my judgment, endeavoured to serve our royal master with a zeal and activity becoming a faithful and loyal subject, and having hitherto received the public approbation of your board. I confess, at my time of life, a retirement from the hurry of business, to prepare for the general audit, which every Christian ought to have perpetually in his mind, is what can't but be desirable, and might rather give me occasion to rejoice, than any concern, which (I thank God) it does very little; yet that I might not by any be thought to be one that would decline the publick service, I have thought proper to remind their lordship's I am living, and have (I thank God) the same honest zeal reigning, in my breast, that has animated me on all occasions to approve myself a faithful and zealous subject and servant to my royal master;

by him to Mr. Corbett, who was at that time secretary to the board of admiralty. Whether or no it was the immediate cause productive of the desired effect we cannot pretend to determine, but after having two or three times amused himself in a similar manner by arraigning the conduct of ministers, as well as by making them the general theme of his reprobation in the house of commons, he was, on the 23d of April 1745, promoted to be admiral of the white, and appointed to command the fleet ordered to be equipped for the north sea, in consequence of the impending invasion of Scotland in favour of the Pretender. It was at one time in contemplation to have appointed him president of the court-martial assembled for the trial of the admirals Mathews, Lestock, and the rest of the officers accused of being concerned in the miscarriage off Toulon; but this idea was presently abandoned, and we must confess, not improperly, when we consider the impetuous temper of the worthy admiral, which appeared but little calculated for a station requiring so much patience, coolness, and deliberate judgement.

In the month of August he had his flag flying on board the *St. George* in Portsmouth harbour; but his squadron being soon afterwards equipped, he removed into the *Norwich* and sailed for the Downs, where he continued, the intervals of cruising excepted, during the greatest part of the ensuing winter. This period of his command was, perhaps, the most interesting of his whole life; and it is but bare justice to his memory to confess, no man could have been more diligent or more successful in that particular service to which the necessities of his country called him. The prudent disposition of his cruisers totally prevented the introduction of any consequential succour, and the ferment as well as fear of that part of the nation, farthest removed from the scene of action, was consider-

master; and if the first lord commissioner has represented me in any other light to my royal master, he has acted with a degeneracy unbecoming the descendant from a noble father, whose memory I reverence and esteem, though I have no complements to make to the judgment or conduct of the son, &c. &c.

"EDWARD VERNON."

"TO THOMAS CORBETT, esq.,
secretary of the admiralty."

ably

ably allayed by the firm confidence all ranks of people placed in the circumspection and diligence* of this very popular character.

This was truly the zenith of his glory, and a continued propriety of conduct might have ensured to him that lasting fame which neither the obloquy of party, nor the envious malice of historians attached to it, would ever have been able to traduce. It was not, however, in the nature of Mr. Vernon to be content with acquiring honour by the ordinary methods. His impetuosity had assumed a power of acting, on all occasions, independent of every control or opposition; and this principle, which never failed to display itself in every transaction of his life, was, in all human probability, the bane of that success which his own gallantry, had it remained pure and unalloyed, would not have failed to have procured, on every occasion, where it was exerted.

* As a proof this opinion was not misplaced, we have inserted one of his letters, written at, perhaps, the most critical moment of the whole period.

" Sir,

Norwich, in the Downs, Dec. 20.

" As for the intelligence I have procured last night, of the enemy's having brought away from Dunkirk great numbers of their small imbarcations, and many of them laden with cannon, field-carriages, powder, shot, and other military stores, the Irish troops being marched out of Dunkirk towards Calais, general Lowendahl, and many other officers, being at Dunkirk, with a young person among them they call the prince, and was said to be the second son of the Pretender; and as I can't but apprehend they are preparing for a descent from the ports of Calais and Boulogne, and which I suspect may be attempted at Dungeness, where many of my cruizers are in motion for; and I have some thoughts of moving to-morrow with part of my ships, if the weather should prove moderate for a descent. I thought it my duty, for his majesty's service, to advise you of it; and I desire you will communicate this my letter to the mayor of Deal, and that the neighbouring towns should have advice for assembling for their common defence; and my cruizers signals for discovering the approach of an enemy, will be their jack flag flying at their top-mast-head and firing a gun every half hour, and to desire they will forward the alarm.

" I am, sir,

" To John Norris, esq. at Deal
castle, or to the mayor of
Deal in his absence."

" Your humble servant,

" E. VERNON."

The

The admiral sailed from the Downs, on a cruise, the latter end of December, having his flag on board the *Monmouth*, of seventy guns, with three ships of fifty guns, two of forty, five frigates, and fifteen tenders, the greater part of them privateers, which the admiral had taken upon him to retain in the service. The *dæmon* of popularity had infected him, and some very new and extraordinary regulations which, in consequence of that mania, he had taken upon him to make, being disapproved of by the board of admiralty, produced a remonstrance on their part, and a passionate reply on that of Mr. Vernon.

He returned to the Downs in a very few days afterwards and struck his flag, which he never again re-hoisted, he himself not chusing to submit to the trammels of rules, regulations, and common usage, and administration not being over anxious to entrust a command with a man whom they found they must never presume to control. The admiral, as is customary in all political disputes, was extremely violent: he appealed to the public; and, as his last resort, burst forth in paper attacks on the measures of administration, and the immediate conduct of ministers to himself. The people read; some few pitied and thought him an injured man; a greater part more seriously judging his case, from his own statement, condemned him; but by far the greatest number turned from the dispute as a matter in which they felt no sort of concern*.

The

* We have selected the following curious letters from the controversy, which, as we believe them to be scarce, will probably at this distance of time be not unentertaining.

“ Extract of a letter from admiral Vernon to the secretary of the admiralty.

“ I could not but be under some surprize what could be meant by the expression in your letter, of having kept all my great ships in the Downs, and employed only my frigates for gaining intelligence, while the enemy's ships have passed backwards and forwards between Ostend, Dunkirk, and Calais, at their leisure, without hindrance or molestation. I cannot conceive where you have picked up such intelligence, so contrary to what is the fact, as my former letters have related to you, to inform their lordships of, viz. That amongst other frigates employed on such services were the *Eagle*, *York*, and *Carlisle*, which have been ever since the 11th of December, acting under my orders only, though your letter, sir, mentions them as privateers, as if they

The reason assigned by most persons for his sudden dismissal from the service, and at so critical a time, is, that
it

were acting under their own orders. Within that time, I must repeat it now, five galliot boys have been taken coming from Havre de Grace to Boulogne, and sent into Dover; and of those coming from Dunkirk, going to Calais, a dogger, laden with five pieces of cannon, several field carriages, one hundred barrels of gunpowder, and other military stores, has been set fire to, and seen to blow up in the air by captain Gregory, who was with them in a cutter on that service, two of their shallop fishing boats sunk, twelve others of them chased on shore, and three with cannon and military stores brought into Dover. A Calais dogger privateer has been taken, of six guns and fifty men, thirty-one of which I have on board the Princess Louisa, and have desired vice-admiral Martin to give himself the trouble of examining some of them, to try if better intelligence cannot be procured from them, than what captain Hill has been able to gather from them, which you had inclosed in my yesterday's letters, as you have had of the twelve sail of ships chased from within two leagues of Calais back into Dunkirk road, by the Sapphire and Folklone, one of which they chased on shore upon the sands, and the pilot would not venture to near as the captain took upon himself to do. Surely these are instances of the enemy's having been watched much closer than could have been expected in this winter season: and what are the large ships I have kept in the Downs? the Norwich and Ruby, two fifty gun ships; for, till the arrival of the Monmouth and Falkland, I have had no other. I thank God, by a prudent conduct, the enemy have been prevented from sailing either from Dunkirk or Ostend for this month past, and none of his majesty's ships have been shipwrecked by any imprudent disposition of them; so that I think I have acted prudently and successfully to his majesty's service, though in many of your letters I have been treated as if I had done neither. As to my reasons for mentioning the counties of Kent and Sussex to be my province, I have some letters of yours that mention it to me as such, in which it appears to me pretty fully expressed. I shall always serve my royal master with a sincere zeal for his service, and with the utmost diligence, resolution, and capacity that I am capable of; and while my services are approved of, I shall always continue them with pleasure; but if I am judged not to have a capacity for it, as by the stile of your letter seems to be insinuated, sure it is the fault of a sincere zeal to say, that if you have thought of any one you judge more proper for it, all that I desire is, that his majesty may be most effectually served, and I shall with pleasure resign my command I have to him.

“ Captain Knowles has brought another letter of yours of the 23d; he is come to serve with me as a volunteer; and as I well know captain Knowles's zeal and activity for his majesty's service, his coming gives me a particular pleasure, as I shall be glad to advise with him for his majesty's service, and at all times ready to furnish him with any opportunity, that he can suggest to me, for our royal master's service,

it was in consequence of his majesty's special command, because he had written two pamphlets, in which he had inserted

service, and defeating the enemy's intentions for invading his majesty's dominions. Their lordships will see my orders to vice-admiral Martin; I have strengthened his command with all the force their lordships have ordered for watching the enemy's motions from Ostend and Dunkirk: and as to the four ships lately arrived from Cape Breton, which by their lordship's orders of the 23d I am to take under my command, those I hope to meet withal in their passage here, and shall incorporate into my division upon my meeting with them, or detach a part of them to join vice-admiral Martin, as subsequent intelligence shall make necessary. Nothing either has or shall be omitted for his majesty's service, that I can think of, or any one can suggest to me to be most expedient for it; and you have always had copies of the orders I have issued for that purpose sent for their lordship's approbation.

"I am, Sir, &c.

"Dec. 25th.

"E. VERNON."

"Extract of a second letter to the same.

"This morning captain Scot, of the Badger, came on board me with a letter from vice-admiral Martin; and though the vice-admiral has, as he says, sent you copies of them, yet, as the advice was sent to me, I chuse to do the same.

"It could not but give me great pleasure to find the gentleman's letters from Holland entirely confirms the intelligence I have given their lordships, and to find that he thinks with me likewise, that my diligent exertion of my duty has even been said there to have frustrated their intentions of invading this part of the kingdom this last full moon, of which nothing could give me greater pleasure, than having rendered such effectual service to his majesty, and my country, though I have been treated in that contemptuous manner in your letters. I have given captain Hill the orders, you have inclosed a copy of, for his weighing with the first of the flood, for making a fresh inspection at Calais this evening or to-morrow morning. As soon as the windward tide makes I shall weigh with the Squadron, and keep plying and exercising my ships in line of battle, and for being ready at hand on any advice of the enemy's motions, till I have but barely time for anchoring in the Downs before it is night, when I shall obey their lordship's commands, consign the command of the fleet to vice-admiral Martin, then strike my flag, and go on shore, pursuant to their lordship's orders.

"I am, &c.

"January 1st.

"E. VERNON."

inserted the letters of the secretary of state, as well as those he had received from the board of admiralty. This we believe

“ Extract of a letter from admiral Vernon to his grace the duke of Bedford, first lord of the admiralty.

“ As I am conscious I have done nothing ever justly to forfeit that good opinion that engaged your grace to honour me with your patronage and friendship, I entertain too good an opinion of your grace to think I have not the continuance of it, notwithstanding the late incident of my being hunted out of my command by the operative malice of some malicious and industrious agent, that is too well screened over for my being able particularly to discover him, and point out who it is; so that must remain to me a secret, till some happy providence in course of time may more clearly discover it, not being nevertheless in my own mind doubtful, but I can trace the original cause of it, and guess pretty nearly at who may be the concealed director of it. As the pen of the secretary of the admiralty conveyed these bitter shafts that were levelled at me, I thought it right to suggest, that his pen might be tinged with a gall flowing from his own mind, beyond the direction he might receive from it, from which I thought it my duty to acquit him on a gentleman-like apology in regard to his office, which I was no stranger to its being his duty to obey, and on an assurance of a good will he had always professed, and I well know I had never given him occasion to alter the sentiments of a professed friendship for me.

“ One of the occasions taken to justify this conduct towards me has been, that I had, within the Channel of England, on a ship's service being immediately wanted for proceeding to sea, and being without a gunner (certainly a necessary officer for her defence) and which I could not think myself justified in permitting to go to sea without, presumed, as it is called, to warrant a gunner to her, for to proceed to sea in her, as I judged it to be absolutely necessary for his majesty's service, and the defence of the ship.

“ Having now stated the fact, my sentiments are, that to support the necessary command of the officer the king had appointed, it was the government's interest that the commander-in-chief should name all officers that fell vacant, and has not been denied while the depending service was essential, but pretences have been made from the admiralty, that the ships were not assembled, or not under orders, and as checks are in their power, they have contradicted it, though always to the prejudice of the crown's service; for when the people of the fleet see their commander in chief can neither support their pretensions of merit, nor his own authority over them, they must naturally look after those who are no judges of their service, and renders the commander contemptible to the fleet: this power is known to have been absolute in the commander's-in-chief in the Channel, and in one who has added honours to your grace's family; and when that power has been wanting,

believe to have truly been the cause of his being struck off the list of admirals, which was done on the 11th of April; but he himself voluntarily, and, indeed, wilfully, quitted his command three months before. From this time he lived almost totally in retirement, troubling himself but little with public affairs. After a tempest of mind for eleven years, which he would never have experienced had he continued a public character, he died in an advanced age, at his seat at Nafton in Suffolk, on the 30th of October 1757.

Of all men who have been fortunate enough to obtain celebrity as naval commanders, few appear to have taken greater pains to fully their public fame by giving full scope to all their private feelings: yet probably, for this not very uncommon reason, he rose the greater favourite of fortune, in the minds of the people, to that pinnacle of popularity, the height of which was, indeed, great enough to dazzle and distract the firmest minds; so that to the infirmity of human nature may, in some measure, be ascribed that extravagance of conduct which might otherwise be more condemned. To say he was a brave, a gallant man, would be a needless repetition of what no person has ever presumed to deny him. His judgement, his abilities, as a seaman, are unquestioned; and his character, as a man of strict integrity and honour, perfectly

wanting, it has, I believe, been always found prejudicial to the service of the crown and prosperity of the kingdom.

"I shall now only add, that I am at present detained here for having my baggage embarked for proceeding to Harwich in one of the armed vessels vice admiral Martin has been so obliging to assign me, to carry it to my house on the Ipswich river.

"I propose at present being in London by Tuesday or Wednesday night; whenever it is I shall be at your grace's door the next morning after my arrival, in order to pay my duty to your grace; and afterwards, before I set out for Suffolk (if it has your grace's approbation) to be presented by you to pay my duty to his majesty. And the favour I shall now desire of your grace is, that your porter may have orders from you to let me in, if such a visit be agreeable to your grace; and if not that I may be told so, not to give an unnecessary trouble to you or myself.

"E. VERNON."

N. B. All the foregoing letters are given verbatim, a circumstance necessary to be made known, as it may tend among the curious to render them more acceptable.

unfulfilled. How must we lament then that points so brilliant should have their lustre dimmed by the dark shade of obstinacy, vanity, and intemperate folly! Yet when we really find these several heterogenous qualities strangely mingled in one person, we should, thinking humanely of his failings, consider them as foils used to encrease the lustre of the virtues which are set on them, and lament that the brightest jewels which can adorn the human mind should need such extraneous aid to render them most conspicuous*.

WALPOLE, Galfridus, — was the youngest son of Robert Walpole, esq. representative in parliament for the borough of Castle Rising. His family was one of the

* The force under Mr. Vernon when he sailed from Spithead on the expedition against Porto Bello, consisted of four ships of seventy guns, three of sixty, one of fifty, and one of forty; of these he left three of seventy guns, the *Lenox*, *Elizabeth*, and *Kent*, to cruise off Cape Ortugal for thirty days, in hopes that they might fall in with the Azogues ships which were daily expected in Spain, ordering them to return to England at the expiration of their cruise. He also stationed the *Pearl*, of forty guns, to cruise for three months between Lisbon and Oporto, so that the force he carried to the West Indies consisted only of five ships. We must here beg leave to correct an error in page 352. Captain Watton is there stated to have been captain of the *Hampton Court* under commodore Brown: that gentleman was captain to the vice-admiral in the *Burford*, and captain Dent was with the commodore. We have to add to Mr. Vernon's parliamentary history, that he was, in 1727, chosen representative for Penryn, in Cornwall; and, in 1741, was member for Portsmouth, chosen, though absent, as we believe, in consequence of his success at Porto Bello. He afterwards returned to a station he had before held of representative for Ipswich.

The first commission he ever received as a naval officer we believe to have been that of second lieutenant of the resolution, one of the ships sent, in 1702, to the West Indies under commodore Walker. In this station he is said to have acquired that complete knowledge of the West Indies which was afterwards so serviceable both to himself and his country. In the year 1704 he served on board the fleet, under sir George Rooke, which convoyed the king of Spain to Lisbon. He there received from his majesty's own hand a valuable diamond ring, and a purse of one hundred guineas. He was afterwards present and very much distinguished himself at the battle off Malaga; as he did also in many of the most honourable naval events subsequent to that time, and prior to his promotion to the rank of captain.

greatest antiquity * and consequence in the county of Norfolk; but neither that circumstance, nor the additional one of both his elder brothers having been raised to the rank of peers †, have reflected on him so much honour as his own intrinsic merit and high magnanimity of spirit. Having entered very early in life into the navy, and, according to the established rules of the service, passed through the necessary subordinate stations and ranks, he was, on the 17th of October 1706, promoted to the command of the *Feverham*. We do not find any material mention made of him till the year 1709, when he was

* All antiquarians agree that surnames have been originally taken from towns, offices, and the like. The family of Walpole, therefore, has its denomination from Walpole in Norfolk, where they were enfeoffed of lands belonging to the See of Ely, and was in England before the conquest, as appears by several authorities. The first person, however, whom we find particularly named is Reginald de Walpole, living about the time of the conquest. The grandson of Reginald was Henry de Walpole, who held one knights fee in Houghton in the reign of Henry the Second.

Another Henry de Walpole, probably son of the former, was a person of much eminence, adhering to the barons in the reign of king John, and being taken prisoner, he was obliged to pay a fine of one hundred pounds (an immense sum in those days) before he could obtain his deliverance. This appears from the king's mandate to Peter de Maule, dated at Lincoln, Sept. 18, 1216, in which he signifies having received satisfaction for the said fine; and commands him to release the said Henry from being his prisoner, he giving security, by oath and by his charter, faithfully to adhere to the king, on the forfeiture of all his lands, if he should again revolt.

The family of Walpole hath ever since flourished in the same place, (Houghton) many of them having been of the degree of knights, and returned to different parliaments as representatives for the county. Edward Walpole, the grandfather of Galfridus, was elected representative for the borough of Kings Lynn, in the parliament which began at Westminster April 25, 1660, and voted the restoration of king Charles the Second. He himself and his father joined with sir Horatio Townshend in fortifying the Haven of Kings Lynn, and raising forces for his majesty's reception in case he had not been peaceably restored; for which services he was created one of the knights of the bath on the 19th of April 1661. This sir Edward was a man most highly esteemed; and the corporation of Lynn had so high a sense of his integrity that they presented him with a noble piece of plate, as a testimony of that good opinion.

† Robert Walpole, esq. better known as sir Robert Walpole prime minister of England, afterwards created earl of Orford, and Horatio Walpole, created lord Walpole of Wolterton, in Norfolk.

appointed captain of the *Lion*, of sixty guns. He was soon afterwards ordered to the Mediterranean, where, in the month of March 1710-11, he distinguished himself very remarkably in an action with four French ships of war, mounting, as it is said in the *Gazette*, No. 4837, sixty guns each.

Captain Walpole had been stationed by sir J. Norris, at that time commander-in-chief in the Mediterranean, with the *Lyme* frigate, and *Severn*, of fifty guns, under the orders of captain Pudner, who commanded the latter ship, to cruise off the bay of Vado, while the main fleet lay there at anchor.

When the enemy's ships were first descried, captain Walpole and his companions were in sight of the fleet; and on a signal made by them, sir John Norris detached the *Nassau* and *Exeter*, and afterwards the *Dartmouth* and *Winchelsea*, to their assistance. The action had, however, commenced, and, indeed, nearly ended, before even the ships first dispatched could get up. The *Severn* was so much disabled as to be obliged to quit the contest and put back into Vado road, attended by the *Lyme*. Captain Walpole, encouraged by the sight of the ships which the admiral had ordered out to support him, continued the chase and action notwithstanding this misfortune and the superior force of the enemy. His gallantry did not, however, meet with the reward it very justly merited. After a very spirited contest, in which he himself was unfortunate enough to lose his right arm, and to have upwards of forty of his people killed and wounded, his ship was so much disabled as to prevent him from continuing the action, which neither the accident he had personally sustained, nor the slaughter among his people, would have been inducements sufficient to have made him desist from*.

Captain Walpole after his recovery continued to command the same ship, and remained also on the same station till the conclusion of the war, but without meeting with any other occurrence memorable enough to be recorded, except having, in the month of January 1711-12, captured a large French privateer, mounting forty-four guns, and

* The action was afterwards, though unsuccessfully, continued, by captain Raymond in the *Exeter*, as may be seen in his life.

two or three insignificant trading vessels. He does not appear to have ever gone to sea after the conclusion of the peace of Utrecht; and his retirement was in all probability occasioned merely by the accident which had befallen him. He was chosen representative for the borough of Lestwithiel, in the first parliament called after the accession of king George the First; and, as an honourable kind of sinecure, was appointed captain of the Peregrine yacht. He was not long afterwards made treasurer of Greenwich hospital*; and, on the 8th of April 1721, was nominated joint postmaster-general, and commissioner for the regulation of the post office. In this station he continued till his death, an event which took place on August 7, 1726.

WILLIAMS, John,—entered into the navy very soon after the revolution; and, in the year 1693, was appointed third lieutenant of the Cornwall, of eighty guns. Nothing farther relative to him has come to our knowledge till his appointment, on the 25th of September 1706, to be captain of the Experiment. He was afterwards promoted to the Dover, which ship he commanded, being stationed as a cruiser at the entrance of the Channel in the month of June 1709; and appears to have been very active and successful in capturing several prizes, though of no considerable value and consequence. He was afterwards made captain of the Firme, in which ship he died on the 6th of November 1711.

WINDAR, or WINDER, Joseph.—We do not find any mention made of this gentleman till his appointment, on the 1st of December 1706, to be captain of the Arundel frigate; and are again ignorant of any particulars concerning him till the year 1711, when he commanded the Kingston, of sixty guns, one of the squadron sent, under the command of sir Hovenden Walker, on the unfortunate expedition against Quebec. While the squadron was on its passage to Boston, the Kingston was detached to New York with orders to escort from thence such storeships and victuallers as had been collected for that expedition. Captain Windar followed sir Hovenden into the river St. Lawrence, but does not appear to have been with the fleet at the time the fatal accident befel it, which put a period to the expedition.

* In the month of February 1714-15.

We do not find him mentioned as captain of any ship after the peace at Utrecht till the year 1718, when he commanded the *Rocheſter* of fifty guns, one of ſir George Byng's fleet, then ordered for the Mediterranean. In this ſhip he was preſent at the memorable engagement with the Spaniſh fleet off Sicily, being ſtationed to lead the fleet on the larboard tack. After his return to England, at the concluſion of the war, it is moſt probable he retired from the ſervice, as we do not find him commander of any other ſhip till the year 1734, when he was appointed to the *Lenox*, of ſeventy guns, a command he reſigned almoſt immediately afterwards, probably on account of ill health. We have not been able to collect any other information concerning him, except that he died on the 19th of March 1737-8.

1707.

BOWLER, Robert,—was, in the year 1696, appointed fifth lieutenant of the *Royal William*, a firſt rate. After having ſerved with much reputation in a ſimilar ſtation on board different ſhips, he was, on the 28th of January 1707, appointed captain of the *Experiment*, by commodore Kerr, who had, at that time, the command of the Squadron at Jamaica. Captain Bowler is mentioned in the addreſs preſented to queen Anne, by the houſe of lords, in the month of February 1707-8, againſt Mr. Kerr, and is there charged as a party involved in the ſame delinquency, which was puniſhed with the diſmiſſion of that gentleman: Mr. Bowler moſt probably was deemed uncuſurable from the conſideration of his acting in only a ſubordinate ſtation, for no farther notice was taken of this matter far as he was concerned. We do not, however, find any other mention made of him during the war; nor is it ſtated that he held any command till 1720, in which year he was appointed to the *Bedford*, of ſeventy guns, one of the fleet ordered for the Baltic, under ſir John Norris. He continued to command the ſame ſhip during the

the following year, and was also employed on the same service as in the preceeding. No other mention being made of him, it is natural to conclude he retired from the service when he quitted the Bedford, which he did at the conclusion of the year 1721. He died on the 22d of July 1734.

CHILLEY, or CHILLY, John,—was appointed a lieutenant in the navy very soon after the revolution, and, in 1692, served on board the *Russel*, of eighty guns. He was not, however, promoted to the rank of captain till the 18th of July 1707, when he was made commander of the *Mermaid* frigate. His name does not again occur in the service, from which he altogether retired in 1722, being appointed master-attendant at Woolwich. He retained this office till the time of his death, which happened on the 27th of September 1734.

CLARK, Robert.—No mention is made of this gentleman previous to his appointment, on the 28th of May 1707, to be captain of the *Crown*. He was soon afterwards removed into the *Adventure*, and sent to the West Indies, where he was unhappily killed on the 1st of March 1708, gallantly, though fruitlessly, attempting to defend his ship against the enemy; which, notwithstanding his exertions, aided by those of his people, was compelled to surrender soon after he fell.

COCKBURN, John,—was, on the 14th of November 1707, appointed captain of the *Looe*. The different services on which he was for some years employed were so little distinguishable, that we find no mention whatever made of him till the year 1711, when he commanded the *Sapphire*, of forty guns, one of the ships of war employed on the American station. Having been ordered to join sir Hovenden Walker, off Cape Breton, he attended that unfortunate commander into the river St. Lawrence, and after the lamentable disaster which befel that fleet, was dispatched for Boston to carry intelligence of the failure. He did not afterwards rejoin the squadron, being left behind for the protection of Annapolis. In 1718 he commanded the *Salisbury*, one of the squadron sent, under sir John Norris, to the Baltic; but no mention is made of him after this time till the year 1727, when we find him captain of the *Suffolk*, of seventy guns, one of the fleet fitted for the Baltic, and also put under the command of sir John Norris.

In the year following he was captain of the *York*, a fourth rate; and, in 1728, of the *Guernsey*, a ship of the same force. No naval occurrence, however, worth commemorating, took place during the time he held either of the above commands. Being, in 1730, appointed captain of the *Lark*, of forty guns, and sent to the West Indies, he died at Barbadoes on the 29th of April 1731.

DUFFUS, Kenneth Sutherland, Lord, — was the eldest son of James, second lord Duffus, and the lady Margaret Mackenzie, daughter of Kenneth, third earl of Seaforth*. Having attached himself to a Maritime life he was, after having served a sufficient time in the subordinate ranks, promoted, on the 7th of April 1707, to command the *Portsmouth*. He did not long remain in this ship, being afterwards appointed to the *Advice*, in which vessel he had a very signal encounter with a squadron of French privateers belonging to Dunkirk. The particulars of this action are related with some degree of precision in a letter from that place, dated July the 2d, 1711.

* The great and illustrious family from which this nobleman is descended yields to none in the whole kingdom of Scotland for antiquity. Historians, making mention of thanes and earls of Sutherland, as soon as those dignities were known there, the Sutherlands are said to be sprung from a warlike people called the *Moravii*, who came from Germany in the reign of king Corbed the First, and afforded him great assistance in his wars against the Romans. That monarch rewarded them nobly; and gave them large possessions in the northern parts, where they settled. From them the county of Murray had its name; and their posterity became proprietors of all that large tract of country now called Murray, Ross, Sutherland, Caithness, &c.

The first immediate ancestor of this family, noticed by sir Robert Gordon of Gordonsfoun, who has written its history, is Allan, thane of Sutherland, a man of high rank and considerable authority, who flourished in the reigns of Duncan, and Macbeth the Usurper. His eldest son, Walter, was created earl of Sutherland by king Malcolm the Third, in the year 1067, soon after he had obtained possession of his throne, and is mentioned as among the first persons in the kingdom who ever obtained that dignity.

The lord Duffus was lineally descended from Nicholas, second son of Kenneth, sixth earl of Sutherland, who, in the year 1360, obtained a grant from his brother William, seventh earl of Sutherland, of certain lands; which grant was afterwards confirmed by a charter under the great seal from king David Bruce, the said lands being erected into a free barony. This Nicholas married Mary, daughter and heiress of Reynald de Cheyne, with whom he received the lands and barony of Duffus, which afterwards became the family title.

“ On

"On Wednesday morning, the 27th of June, the *Advice*, a small fourth rate of forty-six guns, commanded by the lord Duffus, fell in with eight privateers of the enemy off Yarmouth. One of the best sailers came close up with him, but not thinking it convenient to engage shortened sail till the others were up also. About half an hour past ten five of them came close alongside and hoisted French colours. About eleven they engaged, most of them lying always upon the quarters of the *Advice*, relieving each other while the rest kept astern, so that they maintained a continual fire. In half an hour the sails of the *Advice* were torn to pieces, and not a brace or bowline left. Her masts were also much wounded, and most of the shrouds cut: however, lord Duffus continued the engagement, still keeping his ship under way. But the enemy plyed their guns and small shot so warmly, and overpowered him so much by their numbers and strength, that he was, after a very vigorous defence, wherein he himself received several wounds, and many of his men were killed and wounded, obliged to surrender."

Campbell adds to his account, "that his lordship had received five balls in his body, and that two thirds of his men were killed and wounded. He was carried with great triumph into Dunkirk, where the captors most inhumanly stripped both officers and private men of their wearing apparel, and, but for the kindness of the inhabitants, had left them in a manner naked."

His lordship does not appear, after his return from captivity, to have been re-appointed to any other ship. In all probability he retired into his native country, Scotland, where, in the year 1715, he was so imprudent as to engage in the rebellion, but made his escape beyond seas, and was attainted by parliament. He was, shortly afterwards, apprehended at Hamburgh, and committed prisoner to the Tower. An act of grace being passed in the following year, his lordship was included in it; nevertheless, having by his offence not only forfeited his title and estate, but all hopes and pretensions to any future employment in the line of his profession, he withdrew immediately after his release to Russia. He was received there a very welcome visitor, as might naturally be expected when we consider the enthusiastic attachment of the Czar Peter to his navy, and his eagerness to entertain

in his service all foreigners, whose judgement and experience he deemed likely to promote or improve the darling object of his reign. He was, almost immediately after his arrival, honoured with the rank of a flag-officer, and was always held in the highest esteem. The particulars and time of his death are, on account of his having estranged himself to his native country, unknown to us.

Douglas, his countryman, gives us the following honourable, and at the same time strictly just account of his lordship. "The genius of Kenneth, third lord Duffus, leading him to a seafaring life, he soon acquired such great skill and knowledge in maritime affairs, that her majesty, queen Anne, gave him the command of the *Advice*, a fifty gun ship of war; in which station he so remarkably distinguished himself in several expeditions, that he did honour to himself and his country by his conduct, undaunted courage, and resolution."

We cannot avoid pointing out a curious political circumstance which arises from the conduct of his lordship, and that of his noble relative, the earl of Sutherland. The latter, as well as all his descendant, have constantly distinguished themselves in a most remarkable manner by their steady attachment to the house of Brunswick, while lord Duffus appears as a misguided alien to the principles of his family, and relinquished fame, title, and fortune in support of a visionary project too shallow for any but those men who unfortunately laboured under an insatiation bordering on frenzy to hope success from, and which, had it proved successful, would have been productive of the ruin and downfall of their native country. The bravest, the wisest, the best of men, have, at different periods, fallen victims to political madness.

FAULKNER, William,—was appointed fourth lieutenant of the *Royal William* in the year 1695, and we believe continued to serve in the same station during the remainder of the war. On the 17th of March 1707, he was promoted to the rank of captain, and appointed to the *Torbay*. He was soon afterwards removed into a frigate, and in 1715 was appointed to command the *Cumberland*, of eighty guns, under sir John Norris, who hoisted his flag on board that ship as commander-in-chief of the fleet sent to the Baltic. He remained in the same vessel three or four years; and in 1720 commanded the *Sandwich*,

Sandwich, of ninety guns, on the same service, and under the same admiral. In 1722, he was appointed master-attendant of Woolwich yard, but did not, long continue in this station, having, in two or three months afterwards, been appointed one of the captains of Greenwich-hospital. In this honourable retirement he continued till his death, an event happening on the 28th of February 1724-5.

HADDOCK, Nicholas,—was the third and youngest son of sir Richard Haddock, knight, comptroller of the navy, and for some time joint-admiral of the fleet, in the reign of king William*. Pursuing the steps of his brave and worthy parent, he went very early in life to sea, and having much distinguished himself in the station of a lieutenant, as well by his activity as his constant and assiduous attention to his duty, was, on the 6th of April 1707, being then little more than twenty years old, appointed captain of the Ludlow Castle. He was immediately ordered into the North Sea, or German Ocean, as a cruiser, on which station he continued a considerable time. On the 30th of December he had the good fortune to fall in with the Nightingale and Squirrel, two frigates which had formerly been in the English service, but being captured by the enemy were at that time fitted out from Dunkirk as privateers. Notwithstanding their united force was much superior to his own, captain Haddock hesitated not a moment in giving them chase, and about eleven at night came up with and took the Nightingale. The captain of the Squirrel perceiving the fate of his comrade, took the opportunity of making his escape while captain Haddock was busied in securing his prize†.

The remainder of the war passed on without affording to captain Haddock any other opportunity of acquiring additional honour, than by that uniform propriety of conduct, and strict attention to his duty, which, known only to a few, is consequently less attractive and popular, though little less valuable than the public fame of the most brilliant and glittering transactions. Till the year 1717 no mention is made of him, but we then find him to have been captain of the Shrewsbury, a third rate of eighty guns,

* See Vol. I. p. 229.

† See the life of captain Smith, Vol. II. p. 193.

ordered for the Baltic under sir G. Byng. In the following year he was removed into the *Grafton*, which was also a third rate, though mounting only 70 guns. In this ship he accompanied his former admiral, sir George, to the Mediterranean, and distinguished himself very conspicuously in the well-known action with the Spanish fleet off Sicily. His ship, together with the *Orford*, being excellent sailors, led the van of the British fleet into action. After having, for a considerable time, engaged the *Prince of Asturias*, of 70 guns, in which ship was rear-admiral Chacon, disdaining to waste longer time in securing a vessel so completely disabled, that it was very evident she must fall a very easy prey to the next assailant, captain Haddock left her a prey to the next ship that came up, and pursued a ship of sixty guns, which, during his preceding engagement with the *Prince of Asturias*, had kept up a very warm fire on his starboard bow. Mr. Corbet, in his account of the expedition to Sicily, concludes his relation of the above action in the following words. "The ship that suffered most was the *Grafton*, which being a good sailor, her captain engaged several ships of the enemy, always pursuing the leadmost, and leaving those ships he had disabled or damaged to those that followed him^c."

He continued in the Mediterranean during the remainder of the war; and, in conjunction with captain Winder, in the *Rocheſter*, sunk a Spanish ship of war mounting seventy guns: they also drove another, mounting sixty, ashore in the bay of Catania. Captain Haddock took several other prizes of consequence, in particular two transports, with six hundred Swiss recruits on board for the Spanish army. After his return to England he was, in 1721, appointed captain of the *Torbay*, of eighty guns, on board which ship sir Charles Wager had hoisted his flag as commander-in-chief of the Squadron intended to be sent to Lisbon for the purpose of procuring some public satisfaction for the insult that nation had offered Britain, by the

^c In the particular relation of this action the following honourable account is given of captain Haddock. "The ship which suffered most with us was the *Grafton*, the captain of which, though he had not the fortune to take any particular ship, yet was engaged with several, he behaved himself very much like an officer and a seaman, and bid fair for stopping the way of those four ships that he pursued, who escaped, not through his fault, but failure of wind, and his own sails and rigging being much shattered."

imprisonment of Mr. Wingfield and Mr. Roberts. The impotence of the Portuguese nation shrunk, with prudence, from the contest; and a proper as well as immediate concession saved sir Charles the trouble of ever putting to sea. Whether the Torbay was kept in commission during the whole of the intermediate time, we have been unable to ascertain with any degree of precision; but in the year 1726 we again find Mr. Haddock commanding her, and also as captain to sir C. Wager, who was admiral of the fleet sent into the Baltic. Nothing, however, in any degree worth relating took place, at least as far as Mr. Haddock was concerned*. He continued to command the same ship after the return of the fleet into port, and, very early in the year 1727, was ordered to take under his command the Poole fireship, and convoy to Gibraltar fifteen transports, with two regiments of troops on board, destined as a reinforcement for that garrison. Having joined sir Charles Wager, who had been dispatched from England in the month of December preceding, and was then cruising off Cadiz, he was ordered into Gibraltar with the transports. The admiral himself returning soon afterwards into the bay, immediately shifted his flag into the Torbay, where he continued during the remainder of the expedition; but as every thing material that happened in the course of it has been already detailed in the life of sir Charles Wager, it is needless to add more, than that Mr. Haddock, returning with that admiral, arrived at Spithead on the 9th of April 1728.

The Torbay needing repair was put out of commission, and captain Haddock was appointed to his old ship, the Grafton, which he had commanded with so much reputation under sir George Byng. He continued captain of this ship till the year 1732, being always attached to the fleets which were, as if by annual custom, collected at Spithead; but which, during the two first years he held the command of the Grafton, never went to sea. In 1731 he accompanied sir Charles Wager to the Mediterranean, for the purpose of accommodating the difference between the emperor and Spain, and putting the Infant Don Carlos

* We must except that he was actively employed as a negotiator on the above occasion, all the intercourse between prince Menzikoff and sir Charles being carried on through him.

in possession of the territory bequeathed him by the duke of Parma. After his return from this service the Grafton was put out of commission, and Mr. Haddock appears to have had no other appointment during the time he continued only a private captain.

This, however, was of no long continuance, for on the 4th of May 1734, he was promoted to be rear-admiral of the blue, and immediately hoisted his flag on board the *Namur*, of ninety guns, as third in command of the fleet collected, under sir John Norris, at Spithead*. During that year the fleet never proceeded to sea, but in 1735 sailed for Lisbon, in consequence of the Portuguese nation being threatened by the Spaniards. The very appearance of so formidable a friend was sufficient to avert the impending attack; its arrival was accordingly considered and treated, both by the sovereign and his people, as a kind of providential interference, and preservation from the most imminent danger. This business being peaceably and amicably adjusted, the fleet returned home in divisions, after remaining some considerable time in the Tagus. In 1738, the depredations of the Spaniards continuing in spite of every mild and pacific remonstrance, the British ministry were induced to require satisfaction for such repeated insults and injuries; and, in order to give the greater weight to such an unpleasant demand, it was determined to dispatch Mr. Haddock, on the 22d of May, to the Mediterranean, with a squadron of nine ships of the line†. The appearance of the British fleet produced the same effect on this occasion that it frequently has done on others. The Spaniards immediately professed the warmest disposition to negotiate; but their piratical insults in the distant parts of the world were not as yet in any degree restrained. It was therefore judged necessary to give still greater weight to the just representations of Britain, by ordering out a squadron of four ships of war, and three bomb-ketches well provided with shells and other warlike stores, to reinforce Mr. Haddock, who, by these

* He was, on the 16th of December 1734, promoted to be rear-admiral of the white, as he moreover was on the 2d of March 1735, to be rear-admiral of the red.

† Two ships of eighty guns, three of seventy, and four of sixty, with a fireship, and the *Albion*, of twenty guns, which followed immediately after, and was at that time fitted also as a fireship.

and other intermediate aids, which he had received, now commanded a Squadron consisting of twenty-one ships.

This powerful armament, together with the prospect of its continuing during the winter at Port Mahon, as the Spaniards were given to understand would be the case, produced no small effect upon their counsels. The king of Spain ratified the preliminary articles of the treaty, but had artfully and surreptitiously added such a number of restrictions relative to trade, and the right of British ships to board or visit Spanish vessels of any description, that the people of England, when informed of this piece of chicanery, contrived merely for the purpose of gaining time, were unanimously clamorous, calling aloud for war as the just, and only means of obtaining true satisfaction from those who had aggravated insult by imposition. This conduct produced the well-known convention with Spain; which being far from satisfying the minds of the people, as indeed it was far from affording the reparation they had a right to expect, tending rather to inflame their minds with a more eager desire for war, than to quiet them, or avert their former intention.

To this end Mr. Haddock was among other commanders, in different parts of the world, ordered in the year 1739, to make reprisals on the Spaniards. In this species of warfare which, even considered in a national point of view affected them most seriously and sensibly, he was remarkably fortunate. Among his prizes were two ships from the Caraccas, supposed to be worth two millions of dollars, besides several others of very great, though inferior value to the foregoing, and a considerable number of privateers. In short, it is remarked by many historians, that "no squadron had for many years been so successful." He continued on the same station, during the year 1740, with an uninterrupted repetition of the same species of good fortune. The Spaniards, not having it in their power during that time to collect a naval force sufficient to meet the British Squadron in fair contest, they were compelled to confine their larger ships within the limits of their own harbours, and permit the ruin of their commerce to pass on unmolested and unrevenged; except, indeed, by the paltry casual captures made by their privateers, or some of their smaller ships of war, who were hardy enough to venture out.

Campbell, 'on this occasion, according to a kind of custom he is very fond of indulging himself in, is very severe on such a mode of prosecuting a war: "the fleets (says he) on the Gibraltar and Minorca station, the first commanded by sir Chaloner Ogle, consisting of twelve sail, the latter by rear-admiral Haddock, were only employed in cruising on the coast of Spain and Italy, without any attempt to attack or annoy the enemy, except by now and then seizing a poor defenceless fly that happened unfortunately to fall into their web. The reader needs not be informed that I allude to the capture of unarmed trading vessels by ships of war. A contemplative mind, reflecting on these maritime depredations, is naturally led to enquire, by what law of nature, or of nations, or on what principle of justice, princes at war thus seize the private property of each other's subjects, in trading to other kingdoms? This procedure seems more extraordinary, when we consider that their land forces generally observe a different conduct. A general, in marching through an enemy's country, so far from robbing and imprisoning every peasant he meets, gives positive orders, that the person and property of individuals, not in arms, shall not be molested; he makes war against the prince, and not against the people individually. An admiral, on the contrary, takes every trading vessel he meets, robs the owners of their property, and sends the crew home to be confined as prisoners of war. Here then is a heavy punishment inflicted on persons who had neither intention nor power to commit any offence, or in any wise to injure those by whom the punishment is inflicted."

There is so great a degree of absurdity in the foregoing piece of argument, that it is scarcely necessary to say a syllable in answer to it: whether the custom is proper or consistent with the rules of justice, is by no means the question, but it is whether that custom is universally practised by nations, or princes at war with each other? If it is, and that must be admitted to be the case, it becomes a matter of state necessity to comply with and pursue it as one of the most effectual modes of procuring a return of peace. Mr. Haddock was not, however, merely occupied in this predatory kind of war during the whole of the year 1740; his success had raised him to such a degree of reputa-

reputation, and caused the people at large to enter into the war with so much spirit, that the Spaniards exerted every nerve to raise a force sufficient to face him. By making a feint to recover the island of Minorca, they succeeded in drawing off Mr. Haddock from before the port of Cadiz, and embraced that opportunity of slipping out with nine ships of the line and two frigates, which got into Ferrol, where other ships were ready to join them. Intelligence of these measures being received by the British ministry, Mr. Balchen was ordered out to reinforce him with a Squadron of six ships of the line. One of the principal objects of the expedition was to intercept the *Assogue* ships, which were daily expected from Vera Cruz at Cadiz. This, having failed through the extreme caution of the Spaniards*, and other ships being sent out to Mr. Haddock, so that he had a force sufficient to block up the enemy's fleet in the harbour of Cadiz, Mr. Balchen returned to England, leaving him again commander-in-chief on the Mediterranean station.

The events of the year 1741 were, toward the conclusion of it, in some degree more interesting, than those of the preceding. Mr. Haddock, who on the 10th of March was promoted to be vice-admiral of the blue, continued, during the summer, to block the port of Cadiz, and prevent the junction of the Spanish ships there with the Toulon Squadron, and a large fleet of transports collected at Barcelona for the purpose of conveying a formidable army into Italy, intended for the attack of the queen of Hungary's dominions. So highly was the admiral esteemed, so complete was the satisfaction afforded by his conduct in every department, that the Italian merchants, early in the year 1741, addressed the lords of the admiralty, thanking them in the warmest and handsomest terms for the extraordinary protection afforded to their commerce by the Squadron under Mr. Haddock, and they passed also a very handsome vote of thanks to the admiral himself, presenting him, as a more substantial proof of their esteem, with a very magnificent gold cup.

* See page 158.

Mr. Haddock continued to keep the sea, cruising between Cape St. Mary and Cadiz, till the beginning of the month of November; when the tempestuous weather compelled him to put into Gibraltar to refit. The Spaniards had completed the embarkation of their troops at Barcelona, to the number of fifteen thousand men, into Italy; and on the 24th of November the squadron commanded by Don Navarro, taking advantage of the darkness of the night, put to sea from Cadiz in hopes of getting through the streights of Gibraltar unobserved: in this, however, they were disappointed; a strong easterly wind arising on the morning of the 25th, drove them back in sight of Gibraltar, and detained them two days in that situation; a favourable breeze then springing up, enabled them to effect a junction, off Malaga, with De Court's squadron, from Toulon.

Admiral Haddock was in the interim using every endeavour to refit his squadron, which having, by almost incredible exertions, effected by the second of December, he quitted the bay of Gibraltar in quest of the enemy. In a few days he got sight of the combined squadrons, which were drawn up in a regular line to receive him; but, as he was bearing down on the Spaniards, and almost on the point of attacking them, the French admiral, De Court, sent a flag of truce, with a message, to inform Mr. Haddock, "that as the Spaniards and French were at that time engaged in a joint expedition, he must obey his orders and protect his master's allies." Mr. Haddock immediately deemed it necessary, on this extraordinary event, to call a council of war, as well on account of the nature of his instructions, and the extreme delicacy of his situation, as the great superiority of the combined squadron, which consisted of near fifty vessels of different descriptions, while his own force amounted not to thirty*. It was unanimously decided that

* It consisted of the following ships:

Ships.	Commanders.	Guns.	Ships.	Commanders.	Guns.
Marlborough,	Ad. Haddock	90	Dartmouth, West	-	50
Somerfet,	Slater	80	Panther, Gideon	-	50
Lancaster,	Cayley	80	Pembroke, Lee	-	60
Ipswich,	Martin	70	Warwick, Toller	-	60
					Plymouth,

that the Squadron should repair to Mahon, and wait there for the reinforcement which was expected from England, under the command of commodore Lestock: before, however, this could arrive, the French and Spanish fleets had repaired to Barcelona, and, on the 24th of December, proceeded from thence for Italy, with a second embarkation of troops.

The vice-admiral was joined by Mr. Lestock on the 1st of February, and made all possible dispatch in getting ready for sea, in order to scour the coasts of Italy and prevent the introduction of any supplies, or reinforcements, for the Spanish army under the duke of Montemar. Before, however, the fleet was in a condition to sail, the vice-admiral was unhappily attacked by so severe an indisposition, that he was, very reluctantly, compelled to resign the command of the fleet to Mr. Lestock, and return in the Roebuck, a forty gun ship, to England, where he arrived on the 26th of May. This indisposition of the worthy admiral's is said to have been of the most melancholy and affecting nature, an extreme dejection of spirits, occasioned, as some insist, by mere chagrin at not having had it in his power to strike some signal blow which might eventually lead to the termination of the war. He never took upon him any command after his return to England, but was, nevertheless, most deservedly promoted, on the 9th of August 1743, to be vice-admiral of the white; and, on the 7th of December following, to be vice-admiral of the red. On the 19th of June 1744, he was farther advanced to be admiral of the blue. After having attained this very elevated rank in the service, and lived universally

Ships.	Commanders.	Guns.	Ships.	Commanders.	Guns.
Plymouth,	Watson, senr.	60	King's Zebeck,	Stepney	30
Dragon,	Barnett	60	Duke,		
Salisbury	Osborne	50	Anne Galley,	} Fireships.	
Oxford,	Pawlett	50	Mercury,		
Guernsey,	Forbes	50	Mary Galley,		40
Folkeston,	Balchen	40	Dursley Galley,		20
Feverham,	Watson, junr.	40	Winchelsea.		20
Roebuck,	Brett	40	Salamander Bomb.		

The ships that joined him under Commodore Lestock were the Neptune, Barleur, Burford, Essex, Nassau, Hampton Court, Royal Oak, Rumney, Winchester, and Winchelsea.

respected and esteemed by all men, he paid the debt to nature on the 26th of September 1746, being then in the 60th year of his age. His death being lamented by all, his memory has been traduced by none.

HAGAR, John. — The first information we have of this gentleman is, that on the 12th of June 1707, he was appointed captain of the *Charles Galley*. A considerable number of years passed on before he had any opportunity of obtaining a command sufficiently eminent to be particularised, so that we find no mention whatever made of him till the year 1715, when he was captain of the *Hampshire*, of fifty guns, one of sir John Norris's fleet ordered for the Baltic. On his quitting the *Hampshire* he was removed into the *Rocheester*, a ship of the same rate, which we find him commander of, in 1717, on the Mediterranean station. In 1720 he was captain of the *Revenge*, of seventy guns, one of the fleet ordered again for the Baltic under his former admiral sir John Norris. Such was the poverty of naval events at the above period, that, after the strictest search we have been able to make, nothing can be collected, relative to Mr. Hagar, beyond the mere date of his appointments. We know of no other, nor, indeed, any remaining particulars concerning him, except that, in the month of May 1734, he was promoted to be rear-admiral of the blue, as he was also, on the 2d of March 1735, to be rear-admiral of the white. On the 11th of July 1739, he retired altogether from the service on a pension equivalent to his half pay. This he enjoyed till his death, which happened on the 27th of February 1748.

HAMILTON, Archibald, — is by many confounded with the lord Archibald Hamilton, of whom an account has been already given in the former part of this volume*. He certainly, however, is a very different person; but no other particulars relative to him are known, except that he was, on the 12th of January 1707, appointed captain of the *Lynn*. We have not even been able to discover the time of his death.

HAMILTON, James, — was, on the 26th of December 1707, appointed captain of the *Lark*, and died in the West Indies on the 22d of December in the following year.

* See page 15.

HARDY, Charles, — was, on the 12th of January 1707, appointed captain of the Strombolo fire-ship. We know no other particulars concerning him, except that, in 1708 and the following year, he commanded the *Roebeck* on the West India station, where he had some success; and was dismissed the service in 1714. Rear-admiral Hardy indeed, in his list of admirals, informs us, that he *broke the boom at Vigo*, and also that he died on the 11th of June 1748; but we have no collateral information of either of these events.

PIGOTT, Walter, — was, on the 13th of November 1707, appointed captain of the *Bridge-water** frigate. Extraordinary as it may appear, no other particulars have come to our knowledge, except that he died in England on the 19th of May 1754.

SHALES, John, — was, on the 21st of November 1707, made commander of the *Rye*. He is not mentioned after this time till the year 1715, when he was captain of the *Severn*, of fifty guns, one of the fleet sent to the Baltic under sir John Norris. He continued in the same ship two or three years, and in 1717 was again sent on the same service under sir George Byng. He was afterwards removed into the *Hampshire*, a ship of the same rate, and ordered for the Mediterranean, from whence he did not return, dying at Palermo on the 24th of April 1720.

TUDOR, Abraham, — was, on the 5th of August 1707, made captain of the *Dolphin*. He was very soon afterwards promoted to the *Assistance*, of fifty guns; and, in the month of February 1708, was ordered for Kinsale to convoy from thence the trade bound to England. On his return he joined captain Tollet, who was then employed on the same kind of service from Cork. Captain Tudor was, indeed, ordered to put himself under the command of Mr. Tollet, in consequence of intelligence, which had been received at home, of a French Squadron, under the well-known Du Guè Trouin, said to be cruising in the Channel. The precaution was not vain, for on the 2d of March they fell in with the enemy's ships about eight leagues distant from the Lizard. After a very desperate encounter, the particulars of which have been

* A private memorandum concerning him says the *Jersey*.

already related in the life of captain Tollet *, they succeeded in preserving the greater part of their convoy. Captain Tudor himself was unfortunately so desperately wounded, that he died within a few hours after the conclusion of the action.

1708.

BLINSTONE, Henry,—was, on the 28th of February 1708, appointed captain of the *Lynn*. He continued in this ship during the whole of the war. In the beginning of the year 1712 he was sent, by admiral Baker, under whose command he then was, with two or three ships of nearly the same force with his own, to cruise off the coast of Spain, and had the good fortune to make some very valuable prizes. Captain Blinstone himself has afforded us a short account of some of the leading particulars of this cruise; and the brilliant action which concluded it has induced us to insert it at length.

“On the 14th of April I was, by vice-admiral Baker's orders, to sail with her majesty's ship *Lynn*, joined by captain Field of the *Ludlow Castle*, to see the trade into Oporto and Viana; in performing which service, I took a small ship laden with canary and snuff. The weather was such as sprung the *Ludlow's* mizen-mast, and split most of her sails, which obliged me to put into Lisbon to refit, where I made little stay, but proceeded with the two ships to Gibraltar, and there joined the *Royal Anne Galley* and *Port Mahon* with four ships. I on the 10th instant got sight of seven sail of ships, five *Gavilans* and two *Cettees*, off *Estapona*. The *Royal Anne Galley* I sent to stretch to the westward, to prevent any getting out of the *Streights*. Four she forced into *Ceuta* road under their cannon, and the others weathered him and got away. The *Port Mahon* I sent to the eastward; and, with the *Lynn* and *Ludlow Castle*, stood to the northward, and forced

into Estapona road three Martinico ships, a Cettée and Gavilan, and a Spanish man of war, carrying thirty-six guns, two hundred and fifty seamen, and one hundred foldiers, designed for Cadiz. The Ludlow Castle weathered the man of war, who, to avoid our boarding him, cut his cable and run ashore; all which ships I in the morning summoned the governor to deliver me up, which I readily believe he would have been done, had not colonel Forbes (who commanded the man of war) vigorously opposed it; but, after eight hours cannonading them with our other four ships, the man of war, and the Cettée her prize, and one Martinico man, they set on fire, another we sunk, who, with the swift of the sea, turned bottom up. In the morning I again summoned the governor to deliver me the ships and Gavilan left undestroyed in the road, having found it not practicable to burn or bring away the same in the night, the shore being lined with horse and foot to prevent the same. By the return of my summons I found the ships to be sunk and turned bottom up, the Gavilan, laden with rush and tile, they fired, whose cable burning she drove ashore and bulged on the beach. Our damages were little; the Port Mahon lost one man, three were wounded slightly in the Royal Anne Galley, and some small damage received in our rigging."

We have not been able to collect any other particulars concerning him, except that he died on the 28th of September 1728.

BROOKS, Cæsar,—was, on the 24th of July 1708, appointed captain of the Dolphin. In the List published by rear-admiral Hardy, as well as in some others that are in manuscript, his first command is said to have been that of the Assistance. We believe, however, these to be erroneous, as well as that which in the same list states him to have been killed in an action, on board the Pearl, on the 2d of March 1708-9. We believe this event to have taken place on the 31st of December 1711, but have not been able to collect any of the particulars attending it.

CONSTABLE, Charles. — This gentleman was, on the 18th of October 1708, appointed to the command of the Chichester. In the following year he was made captain of the Falcon, a frigate of thirty-two guns, and sent to the Mediterranean, where, being ordered out on a cruise

cruise in the month of December, accompanied by the *Pembroke* of sixty-four guns, they had the misfortune, on the 29th of that month, to fall in with five sail of ships, which they at first apprehended to be a part of sir Edward Whitaker's Squadron. On nearing them and discovering they had French colours, they made the private signal appointed by sir Edward, which was immediately answered by the enemy, two of their ships hoisting English, and a third Dutch colours; the other vessels having parted company just before, stood towards Antibes. The English captains were not, however, to be easily deceived; but finding on a nearer approach the ships to be very large, stood from them with all the sail they could make.

There being unfortunately very little wind, the enemy's ships neared them fast, having the advantage of a smart breeze, which reached them long before the English ships could derive any assistance from it. The enemy, whose force consisted of one ship of seventy guns, one of sixty-six, and one of fifty, first came up with the *Pembroke*, which, after a smart action in which her commander, captain Rumsey was killed, overpowered and took her. The two smaller ships then pursued the *Falcon*, which captain Constable did not consent to surrender till he himself was dangerously wounded by a shot through the shoulder, and till, as it is said, he had no more than sixteen unwounded men left out of his whole crew.

Soon after his return from captivity, and recovery from the effects of his wound, he was promoted to the *Panther*, and ordered out on a cruise; in which service he met with very remarkable success, having, during the month of February 1712, captured a French frigate mounting thirty guns, and two very large as well as valuable merchant ships. The peace taking place soon afterwards, no other mention is made of captain Constable, except that he died at Barbadoes some time in the year 1716, being at that time captain of the *Roebuck*.

COOK, Isaac, or, according to some, James,—was appointed first lieutenant* of the *Archangel*, of forty-eight guns, in the year 1692. We find no farther mention

* It is worthy of remark that captain Paddon, who was promoted to the rank of captain some years before this gentleman, was at the above time *second* lieutenant of the *Archangel*.

made of him during the reign of king William; but he was, not long after the accession of queen Anne, advanced from the rank of lieutenant to that of commander of the *Terror* bomb-ketch. This vessel was unfortunately destroyed at Gibraltar by mons. Pointi's squadron: but the conduct of captain Cook was so proper and exemplary, that he was most honourably acquitted by the court-martial held for the purpose of investigating the circumstances attending the above accident. He was not, however, promoted to the rank of captain till the year 1708; when he was, on the 18th of October, appointed to the *Garland*. In 1711 he commanded the *Leopard*, of fifty-four guns, one of the North American squadron. Having joined sir Hovenden Walker, who commanded the expedition sent against Quebec, he was sent home to England with the melancholy news of its failure. No other mention is made of him, except that he died on the 18th of December 1712. Rear-admiral Hardy makes his death to have happened on the 26th of November 1724, but we decidedly believe that to be a mistake.

GOODHALL, John,—was, on the 25th of September 1708, appointed captain of the *Milford*. Nothing farther is known of him except that he died on the coast of Guinea on the 16th of February 1729, being at that time commander of the *Feverham*.

GUNMAN, James,—was the youngest son of captain Christopher Gunman, of Dover in Kent, and Catherine, daughter of — Aldersey, esq. an eminent Hamburgh merchant. Being intended for the sea service by his gallant father, whom he had the misfortune to lose when only nine years old, he was, in conformity to that resolution, sent out under the protection of captain Pickard, who was his uncle. His entrance into the service was disastrous, the *Happy Return*, the ship he went on board of, being soon afterwards taken by the enemy. Having immediately, on being exchanged, returned to the service, he was, in the month of June, promoted to be third lieutenant of the *Boyne*, of eighty guns, commanded by captain Good, being one of the ships belonging to the main fleet. He remained in the same station during the war, and is not known to have received any other appointment

till the 1st of August 1703, when he was made third lieutenant of the Royal Catherine; from which ship he was, in the month of September following, removed to the same station on board the Royal Sovereign. After having remained in that ship some considerable time, he was at last noticed by sir Cloudefley Shovel, who, when he sailed for the Mediterranean, in the year 1706, took him as his first lieutenant in the Association, and very soon promoted him to be commander of the Weazle sloop. He returned from the Mediterranean, with his admiral, in the month of October 1707, and happily escaped being involved in the dreadful disaster that befel him and some of the ships under his command.

He continued commander of the Weazle during the ensuing summer; and, on December 20, 1708, was very deservedly promoted to be captain of the Lyme frigate. He remained in this ship for a very considerable time, we believe till the conclusion of the war, employed on a variety of services, unfortunately so insignificant that they afforded him no other opportunity of distinguishing himself as a valuable officer, than by that strict attention to his duty, which, though it demands the highest praise and veneration, in general passes on disregarded and unrewarded by the smallest attentive historical tribute. We find him, between the time of his appointment and the year 1711, in the West Indies, and in the North Sea, employed as a cruiser, and afterwards sent with an outward-bound convoy from Milford to Newfoundland. During the time he continued off the latter island, most probably for the protection of the fishery, he had the good fortune to capture a large French merchant-ship, which is the only success we have any intelligence of his having met with from his first appointment to a command. From Newfoundland he sailed for the Mediterranean with such merchant-ships as were bound thither; and on his arrival there put himself under the orders of sir John Norris. In the month of March following he very much distinguished himself in an action with four French ships of war; and although we already have given some account of the engagement, both in the lives of captain Pudner and captain Walpole, who were also parties in the contest, we shall venture to insert the following authentic account of this spirited little encounter, as extracted from the journal of captain Gunman himself.

“ March

" March 22, 1710-11. At half past two A. M. I weighed out of Vado road in company with the *Severn* and *Lion*. At a quarter past five we saw four ships brought to and made a signal to the admiral. At half past five we gave chase to them; and at half past eight came up with and engaged them, they proving to be four French ships, of war from sixty to forty guns each*. We engaged them at half gun-shot distance. At eleven they made all the sail they could and ran away. We made all the sail we could after them. At noon the *Severn* made a signal to leave off chase, she being much disabled in her masts and yards. I had six men wounded in the action, three of whom had their legs shot off."

We have to lament, that no other particulars are known relative to the service of this gentleman, except that, in the year 1732, he commanded the *Northumberland* guard-ship: he was afterwards, in 1742, appointed treasurer of *Greenwich-hospital*, an office he held till the year 1754; when, having attained the advanced age of seventy-seven, he resigned it in favour of sir Charles Saunders, and had a pension of equal value granted, as a recompense for, and proper testimony of, his very meritorious conduct as a naval commander: this, however, he unhappily did not long enjoy, dying on the 27th of June 1756, being then in the 79th year of his age.

HEMMINGTON, James, — was, on the 12th of November 1708, appointed captain of the *Experiment*. Few gentlemen have continued in the service for such a series of years and have been so little known; for although he must have enjoyed many intermediate appointments we do not find any other mention made of him, except that he commanded the *Princess Amelia*, of eighty guns, one of the fleet under sir John Norris in the year 1740; and afterwards accompanied sir C. Ogle on the expedition against *Carthage*. On the 15th of July 1747, he was promoted to the rank of rear-admiral, and was put on the superannuated list, in pursuance of an order, made by his majesty in council on the 3d of June preceding. He died on the 26th of December 1757.

HOLLAND, Edward, — was, on the 23d of July, promoted to the command of the *Scarborough*. We

* The *Phoenix*, *Pembroke*, *Ruby*, and *Trident*.

hear nothing farther of him till the year 1720, at which time he commanded the Gloucester, of sixty guns, one of the fleet ordered for the Baltic under sir John Norris. He continued in the same ship, employed on the same service, and under the same commander-in-chief, during the following year. We have no farther particulars concerning him, except that he died in England on the 24th of February 1724.

JOHNSON, Sir Robert,—was, on the 3d of February 1708, appointed captain of the Experiment. He was before the conclusion of the year removed into some other ship; but the services on which he was employed were so little consequential, that we find no mention made of him previous to the year 1716; he then commanded the Auguste, one of the fleet sent to the Baltic under sir John Norris. A violent storm arising on the 9th of November, the Auguste was unfortunately stranded on the island of Annout; but sir Robert, as well as the officers, and the principal part of the crew, were saved. In 1719 he commanded a small squadron which attacked and destroyed the fortifications of port San Antonio, on the coast of Spain, together with three ships of the line which were on the stocks, and an immense depot of timber, as well as other naval stores, sufficient to have constructed and fitted five or six more. Captain Johnson at that time commanded the Weymouth; and in the month of September, subsequent to the foregoing enterprise, attacked, in conjunction with the Winchester, two Spanish ships of war in the harbour of Ribades near Cape Ortugal; when, notwithstanding they were protected by a battery, succeeded in setting them both on fire, and brought off a merchant-ship of three hundred tons which lay near them. For these very conspicuous acts of gallantry he is supposed to have received the honour of knighthood. He was, after the year 1720, appointed to the Exeter, a ship of the line, and sent to the East Indies under commodore Mathews. Some part of his conduct, the particulars of which are unknown to us, being disapproved of that gentleman, he dismissed him from his command. When on his return to England in the Aislabe East India ship, he was unfortunately drowned at the Cape of Good Hope on the 5th of June 1723.

LAWSON, Henry,—was, on the 31st of July 1708, appointed captain of the Pearl frigate. No particulars

of his service are known, except that he died some time in the year 1734, being at that time commander of the Dublin yacht.

MASSAM, William, — was, on the 17th of May 1708, appointed captain of the Terrible frigate, or, according to others, of the Falcon: being ordered for the Mediterranean, he there most unhappily put a period to his own existence, by shooting himself, on the 2d of October 1708. The cause of this rash action is not even suggested.

MEADE, Samuel, — entered into the navy very soon after the revolution, and was, as early as the year 1692, appointed second lieutenant of the Prince of Orange, of forty-six guns. We know nothing farther concerning him till his appointment, on the 20th of September 1708, to be captain of the Sweepstakes, a frigate of thirty-two guns. In this ship he had the misfortune to be captured in the month of April 1709. He is said, by Campbell, to have fallen a prize to two very large privateers, each of which were of force far superior to that commanded by Mr. Mead, nevertheless his conduct was deemed so reprehensible by the court-martial, convened for the purpose of enquiring into the above accident, that he was sentenced to be dismissed the service. This decision was afterwards, however, thought so rigid, that he was reinstated in the service, and appointed to take rank as a post captain from the 13th of February 1713, on which day he was commissioned to command the Success frigate. No other particulars relative to him are known, except that he died some time in the year 1725.

MIGHELS, John, — might be supposed, from the similitude of so extraordinary a name, to have been a relative or descendant from vice-admiral James Mighels, who has been already noticed. This does not, however, appear to have been the case; and we have no information whatever relative to this gentleman, till we find him, on the 31st of March 1708, appointed captain of the Chichester. He was shortly afterwards removed into the Medway, a fourth rate, a ship stationed as a cruiser in the Irish Channel, where he had the good fortune to capture a large French privateer, mounting upwards of thirty guns. This is the most consequential mention we find made of him for some years, for it is very singular we

never meet with him as commander of any ship, in any of those fleets so frequently equipped during the reign of George I. In the month of November 1733 he was appointed captain of the *Hampton Court*, a third rate of seventy guns; in which ship he continued two or three years. This appears to have been his last command; and we suppose him, after he quitted it, to have retired from the service on a pension.

NICHOLS, George, — was, on Nov. 17, 1708, appointed captain of the *Arrogant*, a ship of sixty guns, taken, in 1705, at Gibraltar by the squadron under sir J. Leake. Captain Nichols was not fortunate enough to enjoy his promotion, the *Arrogant* foundering at sea on the 5th of January 1709, the captain, and we believe the whole of the crew perishing with her.

OGLE, Sir Chaloner, — was the descendant of a very ancient and respectable family long settled in the county of Northumberland. This gentleman was first appointed a captain in the navy on the 14th of March 1708, he being then promoted from the *Wolf* sloop of war to the *Tartar* frigate. Many years passed off without his having been fortunate enough to meet with a single opportunity of distinguishing himself. He continued captain of the *Tartar* during the remainder of the war, stationed principally in the Mediterranean, where he had the good fortune to take one or two very valuable prizes, by which, if he did not acquire fame, he had at least the satisfaction of acquiring wealth. Some time after the accession of George the First, he was appointed to the *Worcester*, a fourth rate of fifty guns, one of the fleet ordered for the Baltic in the year 1717; but the circumstance which first established his reputation was the capture of Roberts the pirate, together with his whole squadron, in the month of April 1722.

Captain Ogle at that time commanded the *Swallow*, a fourth rate, and was cruising off the coast of Africa in search of the pirates, when he received intelligence they were in a bay close to Cape Lopez. Captain Ogle immediately took every method possible to disguise his ship, so that it might pass on his desperate antagonists for a merchant vessel. On standing in for the shore he discovered the ships he was in quest of, the largest being that commanded by Roberts himself, amounting forty guns;

guns; and the smallest, carrying twenty-four, were lying high up in the bay, on the heel, cleaning their bottoms. Captain Ogle's stratagem was so completely executed that the pirates were deceived into a belief that the Swallow was an unarmed ship, or at most a vessel of inconsiderable force. Roberts, the commander-in-chief, made a signal for the only ship which was in a condition for immediate service to slip his cable and run out after the Swallow. This mounted thirty-two guns, and was commanded by one Skyrn, a man of much resolution and intrepidity. Captain Ogle pretended to fly, and, in short, conducted himself through the whole of this difficult business with so much specious timidity, that he decoyed the pirate to a distance at which the report of the guns could not be heard by his comrades. He then tacked upon his antagonist and brought him quickly to action; but although Skyrn himself was wounded by the first broadside, such was the desperation with which his people fought, well knowing the ignominious death which awaited them, if taken, that they did not surrender till after an action of an hour and an half's continuance.

Captain Ogle, after having taken possession of his prize, hoisted the piratical colours over those of the king, and returned to the bay, where he had left Roberts and his companion. These having in the interim righted their ships, and being deceived by the plausible appearance of success which Mr. Ogle's deception had flattered them with the hope of, immediately stood out of the bay, thinking to congratulate their companion on his conquest. Their joy, however, was of very short duration, for the Swallow, bringing their ships to action, captured them both, after a contest of two hours continuance, in which Roberts himself was killed. The three prizes were carried into St. Thomas's, and the prisoners to Cape Coast Castle, where they were tried. Seventy-four received sentence of death, of which number fifty-two were executed, the greater part of them being afterwards hanged in chains along the coast, as a terror to future depredators of the same class.

This success, with its several contingent circumstances, redounded so much to the credit of captain Ogle, that, immediately on his return to England, he received the honour of knighthood. But we do not again find him in

any command till the year 1729, when he commanded the *Burford*, of seventy guns, one of the fleet which re-dezvoised at Spithead under the command of sir Charles Wager; as he did, in 1731, the *Edinburgh*, also a seventy gun ship, one of the fleet sent to the Mediterranean under sir Charles Wager. After this time we find no particular mention made of him till his promotion, on the 11th of July 1739, to be rear-admiral of the blue. A rupture with Spain was then daily expected, and sir Chaloner, having hoisted his flag on board the *Augusta*, was ordered for Gibraltar with a Squadron of twelve ships, having orders either to act separately, or to put himself under the command of Mr. Haddock, who was already in the Mediterranean with a stout Squadron, as circumstances should arise. After his return from the Mediterranean, where no occurrence worth relating took place, he was appointed third in command of the fleet under sir John Norris, which was sent out for a short cruise, during the latter part of the summer, in the year 1741. On his return into port he was ordered to take upon him the command of the fleet and convoy destined for the West Indies, as a reinforcement, to Mr. Vernon, and intended to effect the complete conquest of all the Spanish settlements there. Having removed his flag from the *Shrewsbury*, of eighty guns, to the *Russel* of the same rate, he sailed from Spithead on the 26th of October with a fleet consisting of twenty-four ships of the line*, one of fifty

* The fleet consisted of the following ships.

Ships.	Commanders.	Guns.	Men.
<i>Russel</i>	—Sir Chaloner Ogle, Captain Norris	80	600
<i>Amelia</i>	—Hemmington	80	600
<i>Boyne</i>	—Lestock	80	600
<i>Carolina</i>	—Griffin	80	600
<i>Chichester</i>	—Trevor	80	600
<i>Cumberland</i>	—Stewart	80	600
<i>Norfolk</i>	—Graves	80	600
<i>Shrewsbury</i>	—Townsend	80	600
<i>Torbay</i>	—Gascoigne	80	600
<i>Buckingham</i>	—Mitchell	70	480
<i>Oxford</i>	—Lord Aug. Fitzroy	70	480
<i>Prince Frederick</i>	—Lord Aub. Beauclerk	70	480
<i>Prince of Orange</i>	—Olborne	70	480
			Suffolk

fifty galls, several store and fireships, and upwards of one hundred and fifty transports. They had, scarcely cleared the Lands End when they were overtaken by a dreadful gale of wind, a circumstance which alarmed the whole nation for their safety; but though they did not perfectly escape without injury, they sustained much less damage than could reasonably have been expected, one of the ships of war being the only vessel forced back, the transports, though some of them were rather in a crippled state, pursuing their voyage to Jamaica, where, after having watered at the neutral island of Dominica, they arrived, without farther accident, on the 9th of January 1741-2. The subsequent events of this unfortunate expedition have been already given at some length in the life of Mr. Vernon;

	Guns.	Men.
Suffolk—Davars	70	480
Augulla—Dennison	70	400
Depeford—Molyn	70	400
Dunkirk—Cooper	60	400
Jersey—Lawrence	60	400
Lyon—Cottrel	60	400
Montagu—Chambers	60	400
Rippon—Jolley	60	400
Superbe—Hervey	60	400
Weymouth—Knowles	60	400
York—Cotes	60	400
Litchfield—Cleland	50	300

Hospital Ships.

Princess Royal—Tucker	95
Scarborough—Carter	95

Fireships.

Aetna—Fenwick	45
Phaeton—Kennedy	45
Strumbolo—Hay	45
Firebrand—Barnard	45
Vesuvius—Gay	45
Vulcan—Pellet	45

Of these the Cumberland, after having had her lower tier of guns taken out, was converted into a storeship; the Buckingham returned back to England; the Shrewsbury, the Torbay, and the Superbe, went for Lisbon.

* On the 18th of March 1741, he was advanced to be rear-admiral of the red.

nor did a single circumstance, in any degree worſn relating, take place afterwards during the time theſe two gentlemen continued connected in command.

After the return of Mr. Vernon to Europe, ſir Chaloner, who was, on the 9th of Auguſt 1743, promoted to be vice-admiral of the blue, and on the 7th of December following to be vice-admiral of the white, was left commander-in-chief on the Jamaica ſtation; and government being ſenſible of the diſadvantages which had attended a diviſion of command between land and ſea officers, endeavoured to remedy the inconvenience in future, by giving the admiral an abſolute authority over the marines, or any other ſoldiers that might be embarked on board the fleet. His conduct gave the moſt univerſal ſatisfaction, for a private letter, dated at Port Royal, April the 29th, 1744, beſtows the following encomium on him. "The inhabitants of this iſland begin to recover their ſpirits; the loſs of admiral Vernon is in great meaſure compensated for by the vigilance and good conduct of ſir Chaloner Ogle." On the 19th of June 1744, he was advanced to be admiral of the blue. He remained in the Weſt Indies till the following year; but neither the Spaniards nor the French having any naval force for him to contend with, and he himſelf having neither a land force ſufficient to ſupport, nor inſtructions to undertake any enterpriſe againſt their ſettlements, the whole of the period, during which he was commander-in-chief on the above ſtation, was conſumed merely in cruizing for the protection of commerce, if we except the unfortunate attacks made, in 1743, on the harbours of La Guira and Porto Cavallo by commodore Knowles, an account of which will be found particularly given in the life of that gentleman.

He arrived at Spithead early in the month of June in the Cumberland, with three other two-decked ſhips and a ſmall convoy of merchant veſſels. In the month of September he was appointed preſident of the court-martial aſſembled on board the London, in the river Medway, for the trials of the admirals Mathews and Leſtock, with the captains and other officers, againſt whom different charges were made relative to the miſcarriage in the action off Toulon. He continued to hold this ſtation only till the concluſion of the trials of the lieutenants and captains. The court

was afterwards removed to Deptford, and *ſir Chaloner Ogle* was ſucceeded by rear-admiral *Mayne*. He does not ever appear to have either gone to ſea, or concerned himſelf with public life after this time. He was, on July 15, 1747, advanced to be admiral of the white ſquadron; and to the ſtill higher rank of admiral of the fleet, on the 10th of July 1749. The latter advancement he did not long enjoy, dying ſome time in the year 1750.

PERCY, or *PIERCY*, Francis, — was, in the year 1706, appointed commander of the *Firebrand* fireſhip. On his return from the Mediterranean with *ſir Cloudeſley Shovel*, in the month of October 1707, he had the miſfortune to be involved in the ſame calamity with his admiral, ſo far as the loſs of the ſhip he commanded. He was, however, fortunate enough to preſerve his own life, together with thoſe of part of his crew, which, together with the captain, got to the ſhore in the boat; and five others ſaved themſelves on a part of the wreck. On the 12th of February 1708, he was appointed captain of the *Wincheſea*. We can find no certain proof of his having held any command after this time till the year 1718, when he commanded the *Windoſor*, one of the Baltic ſquadron. In 1727* he was appointed to the Medway, of ſixty guns, one of the ſquadron alſo deſigned for the Baltic under *ſir J. Norris*; as he was, in the month of December 1733, to the *Torbay*, of eighty guns, one of the ſhips ordered to be equipped in conſequence of an apprehenſion that the flames of war, which then appeared to be ſpreading over Europe, might ultimately extend to Britain itſelf. We have not been able to procure any farther information relative to this gentleman, except that we believe him to have retired from the ſervice ſoon, if not immediately after he quitted the *Torbay*; and that he died in England on the 16th of February 1740-1.

RAMSEY, George, — entered into the navy ſoon after the revolution; and, in 1692, was appointed ſecond lieutenant of the *Hampton Court*. We hear nothing farther

* This deficiency ariſes merely from the difficulty of procuring private biographical memoirs, and the little attention paid by hiſtorians to characters who have been unfortunately deſtitute of an opportunity of bringing them ſo far forward into popular notice as to excite and even demand attention. We have no doubt but that captain *Percy* had ſeveral intermediate appointments of which we have no knowledge.

concerning him till he was, on the 11th of October 1708, appointed captain of the Diamond. No other notice is taken of him in the service, except that he was fined six months pay by the sentence of a court-martial, held on him in the river Thames on the 12th of December 1710, for ill-treatment of his crew. By a subsequent court-martial, said to have been held on the 22d of the same month, he was fined a farther sum, also equivalent to six months pay, for running away from the enemy. No other notice is taken of him except that he is said to have died on the 11th of August 1717.

ROBINSON, Sir Tancred,—was the descendant of a very respectable family which settled at York in the reign of queen Elizabeth. William Robinson, who is the first person we find noticed, was a Hamborough merchant; and, after having resided for several years at Hamborough, Lubeck, and other Hans Towns, came over to England, was twice chosen lord mayor of the city of York, and represented it in Parliament during two sessions. His great-grandson, William Robinson, was created a baronet in the first year of William and Mary. Sir Tancred was the second son of William above-mentioned, and, Mary, daughter of George Aislaby, in the county of York, etc. Having betaken himself to a naval life, he was, on the 8th of January 1708, after having passed through the necessary subordinate stations, appointed captain of the Gosport. No farther mention is made of his having held any naval command till the year 1717, when we find him captain of the Dreadnought, of sixty guns, one of the ships ordered for the Baltic under sir George Byng, but which, it is believed, never proceeded thither. In the following year he served the office of lord mayor of York; and he does not appear to have held any other naval commission till the month of December 1733, when he was made captain of the Kent.

He was promoted to be rear-admiral of the blue squadron on the 2d of March 1735, and rear-admiral of the white on the 11th of July 1739. He resigned the service altogether in the year 1741. By the death of his elder brother, sir Metcalf Robinson, who survived his father only four days, and died on the 26th of December 1736, he succeeded to the baronetage. Having married the

only

only daughter of — Norton, esq, he had by her three sons, and four daughters. He lived many years after he quitted the service, as already mentioned, not dying till the 2d of September 1754.

ROWZIER, Richard,—was, on the 2d of October 1708, appointed captain of the Falcon. This gentleman experienced a fate so common to a number of his brave cotemporaries, that we do not find any particular mention made of him till the year 1718, when he commanded the Essex of seventy guns, one of the fleet, under the command of sir George Byng, which defeated that of Spain in the memorable engagement off Cape Passaro. He behaved himself with very great gallantry, and had the good fortune to capture the Juno, a ship of forty guns. In 1729 we find him captain of the Portland, of fifty guns; in which ship he continued several years, annually attached to the different fleets which were equipped and collected, but which also appear never to have gone to sea during the period alluded to, except in the year 1731, when sir Charles Wager was ordered for the Mediterranean, to invest the Infant Don Carlos with his newly bequeathed territory. 'Tis most probable he retired from the service soon after his return, as he never attained the rank of a flag officer, and did not die till the 11th of January 1744-5, at which time there were many to whom he was senior on the list of captains, who had been for some years previous to that time promoted to the rank of flag officers.

ROYDHOUSE, Josiah,—is known only as having been appointed captain of the Elephant storeship on the 14th of June 1708. He died some time in the course of the year 1709.

SAMSON, or SAMPSON, Michael,—was, as it is supposed, the grandson of rear-admiral Samson, who fell in the memorable engagement with the Dutch fleet in the year 1666. He was made a lieutenant before the conclusion of the war with France in the reign of king William, and in the year 1706 was made commander of the Phoenix fireship. He returned from the Mediterranean in the following year with sir Cloudesley Shovel, and was at one and the same time both unhappy and fortunate: he had the misfortune to strike on the shore at the time his admiral was lost, and was afterwards so successful as to save
not

not only the crew but even the vessel itself. On the 14th of January 1708, he was promoted to the command of the *Lyme* frigate. Nothing farther is known of him, except that he died in England on the 3d of November 1711, being at that time captain of a sixty gun ship called the *Moor*.

STUDELY, Robert,—had entered into the navy before the revolution. In 1692 he was appointed second lieutenant of the *Forefight*. We hear nothing more of him till his promotion, on the 11th of February 1708, to be captain of the *Experiment*. In this vessel he did not long continue, being advanced, in the month of November following, to the command of the *Norwich*, a fourth rate. We find no other mention made of him during the reign of queen Anne, otherwise than as having been occasionally employed in convoying fleets of coasting vessels from port to port, or to and from Ireland. After the accession of George the First, he was made captain of the *Weymouth*, of fifty guns, and sent, in the year 1715, to the *Baltic* under sir John Norris. He held no commission after this; but being at an advanced age, not having been promoted to the rank of captain till very late in life, and having lost his sight, he, immediately after his return, retired from the service on a pension as a superannuated commander of a fourth rate. He died on the 23d of August 1717.

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